

NAVIGATION RULES

DEPARTMENT OF TRANSPORTATION



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U. S. COAST GUARD NAVIGATION RULES

INTERNATIONAL—INLAND

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DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD

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**DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD**

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• May 1, 1977

FOREWORD

This publication supersedes the Coast Guard pamphlet "Rules of the Road, International-Inland" (CG-169) dated August 1, 1972. This edition contains the International Regulations for Preventing Collisions at Sea, 1972 (commonly called the 72 COLREGS) which must be followed by all public and private vessels of the United States while navigating upon the high seas. The 72 COLREGS are part of an international convention that was developed under the auspices of the United Nations' Inter-Governmental Maritime Consultative Organization (IMCO) in 1972. The 72 COLREGS enter into force at 12 noon, local zone time, on July 15, 1977. They replace and abrogate the International Regulations for Preventing Collisions at Sea, 1960.

Also included are the Inland Rules of the Road which are to be followed by all vessels while navigating upon certain inland waters of the United States. Vessels and seaplanes navigating outside the boundary line dividing the high seas from the inland waters must follow the International Regulations; vessels navigating inshore of that line must follow the statutory Inland Rules and the regulations (Pilot Rules) established pursuant thereto. There is no provision within the Inland Rules for seaplanes. Civil Air Regulations (14 CFR 91.69) govern seaplanes upon the navigable waters of the United States and conform with the Inland Rules applicable to vessels.

The navigation requirements for the Great Lakes and their connecting and tributary waters and Western Rivers are presented in the pamphlets "Rules of the Road, Great Lakes" (CG-172) and "Rules of the Road, Western Rivers" (CG-184) respectively. These pamphlets may be obtained upon request from the Coast Guard Marine Inspection Offices or by writing the Commandant (G-WLE/73), U.S. Coast Guard Headquarters, 400 Seventh Street, S.W., Washington, D.C. 20590

The contents of this publication are current as of the publication date. Amendments to the 72 COLREGS, Inland Rules and changes to the Pilot Rules are published as they occur in the FEDERAL REGISTER and the Weekly Notice to Mariners. The 72 COLREGS and the Pilot Rules are also contained in the Code of Federal Regulations, Title 33 - Navigation and Navigable Waters. The FEDERAL REGISTER, which is published daily, and the Code of Federal Regulations (Title 33), which is revised as of 1 July each year may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. The Weekly Notice to Mariners may be obtained from the Defense Mapping Agency, Hydrographic Center, Washington, D.C. 20390.

These navigation requirements have the primary purpose of preventing collisions between vessels. It is imperative that all persons operating vessels be knowledgeable of them. Strict compliance is necessary to insure the safety of vessels and passengers.

The Coast Guard is responsible for the enforcement of these rules and regulations. We will extend every possible assistance in ensuring their administration and observance.



O. W. SILER
Admiral, U. S. Coast Guard
Commandant

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TERMINOLOGY AND NUMBERING

U.S. Coast Guard publications containing regulations use the terminology and numbering system found in the Code of Federal Regulations.

The Code of Federal Regulations (CFR) is divided into 50 titles. Each title represents a broad area that is subject to Federal regulation. The regulations regarding navigation are found in Title 33—Navigation and Navigable Waters. Each title is divided into chapters, subchapters, parts, subparts, sections, paragraphs, subparagraphs, and subdivisions. The terminology for numbering may be described as follows:

<i>Terminology</i>	<i>Example</i>
Part -----	80
Section -----	80.1
Paragraph -----	80.1(a)
Subparagraph -----	80.1(a)(1)
Subdivision -----	80.1(a)(1)(i)

Shorthand notation has been developed to save space when citing specific parts of the CFR. The number of the title of the CFR being cited is written in front of the abbreviation for the Code of Federal Regulations. The number of the part of the title being cited follows the abbreviation. For example, Part 80 (Pilot Rules for Inland Waters) of Title 33 (Navigation and Navigable Waters) of the Code of Federal Regulations is written: 33 CFR 80.

CONVERSION TABLE

Conversion of Metric to U.S. Customary/Imperial Units

<i>Metric Measure</i>	<i>Appears in Rules</i>	<i>U.S. Customary/ Imperial Measure (approx.)</i>
1000 Meters (M)	27(f), Annex I:2(b)	3280.8 ft.
500 M	27(f)	1640.5 ft.
200 M	24(a), 24(e), Annex III:1(b), 1(c)	656.2 ft.
150 M	26(c), 38(d)	492.2 ft.
100 M	30(c), 33(a), 34(f), 35(f), Annex I:3(a), Annex III:1(f), 1(g)	328.1 ft.
75 M	Annex III:1(b), 1(c)	246.1 ft.
50 M	22(a), 22(b), 23(a), 26(b), 30(b), Annex I:2(k)	164.1 ft.
20 M	9(b), 10(j), 21(h), 22(b), 26(b), 26(c); Annex I:2(a), 2(c), 2(h), 2(i), 3(b), 6(c), Annex III:1(c), 2(b)	65.7 ft.
12 M	22(b), 22(c), 25(b), 33(a), 33(b), 35(h), Annex I:2(c), 2(d), Annex III:2(b)	39.4 ft.
7 M	23(c), 25(d), 27(g), 30(e)	23.0 ft.
6 M	Annex I:2(a), 2(k), 4(a)	19.7 ft.
4.5 M	Annex I:2(a), 2(k)	14.8 ft.
4.0 M	Annex I:2(i)	13.1 ft.
2.5 M	Annex I:2(c), 2(d)	8.2 ft.
2.0 M	Annex I:2(i), 4(a), 4(b), 12	6.5 ft.
1.5 M	Annex I:6(b)	4.9 ft.
1 M	27(e), Annex I:2(d), 2(h), 2(i), Annex III:1(c), 2(a)	3.3 ft.
.9 M	Annex II:1	35.5 in.
.6 M	Annex I:8(a)	23.7 in.
300 Millimeters (mm)	Annex III:2(b)	11.8 in.
200 mm	Annex III:2(b)	7.9 in.

INTERNATIONAL REGULATIONS
FOR
PREVENTING COLLISIONS AT SEA, 1972
72 COLREGS

The International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) are applicable to vessels (including seaplanes) while navigating on the high seas. A four column chart has been developed to aid the reader who is just learning the rules and to help the seasoned mariner who is well versed in the 1960 International Rules.

- COLUMN I** The 72 COLREGS appear in the left hand column. They are presented as they appear in the international convention.
- COLUMN II** A cross-reference index to the 1960 International Rules appears in the second column from the left. This column gives the rule number of the 1960 International Rules that corresponds to the 72 COLREGS listed in COLUMN I.
- COLUMN III** A cross-reference index to the Inland Rules of the Road appears in the third column from the left. This column gives the article number of the Inland Rules that corresponds to the 72 COLREGS listed in COLUMN I. The Inland Rules themselves may be found in another section of this publication.
- COLUMN IV** Comments appear in the right hand column of this chart. This column cites and discusses the significant differences between the 1960 International Rules and the 72 COLREGS.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

PART A—GENERAL

RULE 1

Application

- | | |
|--|----------------|
| (a) These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels. | 1(a) |
| (b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbors, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these Rules. | 30 |
| (c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights for fishing vessels engaged in fishing as a fleet. These additional station or signal lights or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light or signal authorized elsewhere under these Rules. | 13(a)
28(d) |
| (d) Traffic separation schemes may be adopted by the Organization for the purpose of these Rules. | None |
| (e) Whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, without interfering with the special function of the vessel, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect to that vessel. | 13(b) |

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
33 U.S.C. 154	Basic provision identical. Provision for exemptions now in 1972 Rule 1(e).
--	Covers the exception noted in Rule 1(a) of the 1960 Rules. Special rules should now conform as closely as possible to 1972 International Rules.
13 30	Combines the provisions of two existing rules and includes the requirement for unmistakably distinct lights. It deletes the authorization for special rules for seaplanes on the water, as they are now "vessels."
--	New. Provides for recognition, within the rules of the road, of IMCO adopted traffic separation schemes. The word 'Organization' refers to the Inter-Governmental Maritime Consultative Organization (IMCO).
--	1972 Rule now extends to all vessels certified to be of special construction or purpose (naval and military vessels only in the 1960 Rule) and has been expanded to include sound-signalling appliances.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

RULE 2

Responsibility

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. 29

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger. 27

RULE 3

General Definitions

For the purpose of these Rules, except where the context otherwise requires:

(a) The word "vessel" includes every description of water craft, including nondisplacement craft and seaplanes, used or capable of being used as a means of transportation on water. 1(c)(1)
18(b)

(b) The term "power-driven vessel" means any vessel propelled by machinery. 1(c)(iii)

(c) The term "sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used. 1(c)(iv)

(d) The term "vessel engaged in fishing" means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability. 1(c)(xiv)

(e) The word "seaplane" includes any aircraft designed to maneuver on the water. 1(c)(ii)

(f) The term "vessel not under command" means a vessel which through some exceptional circumstance is unable to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel. 4(f)

(g) The term "vessel restricted in her ability to maneuver" means a vessel which from the nature of her work is restricted in her ability to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel. 4(c)
4(d)

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
29	The "Rule of Good Seamanship," modified to exclude the requirement for a look-out (contained now in 1972 Rule 5), and expanded to include failure to comply with <i>all</i> the rules, rather than simply neglect to carry lights or signals, etc.
27	The "General Prudential Rule" modified to make clear its reference to <i>all</i> the rules, rather than the "above" rules.
--	Includes all nondisplacement craft, of which there are many types. Seaplanes are now categorized as vessels.
1	Identical to the 1960 Rule.
--	The wording of the 1960 Rule has been inverted to stress the non-use of propelling machinery on vessels under sail.
--	The basis for claiming the status of a "vessel engaged in fishing" is now tied directly to the impact of the fishing apparatus on the vessel's ability to maneuver.
--	Similar to the 1960 Rule.
--	This is the first time that the term "vessel not under command" has been defined in the rules. 1960 Rule 4(f) provided for such vessels, but without definition.
--	A refinement of the 1960 Rule, with a concurrent expansion of the categories of vessels included (i.e., when laying, servicing or picking up a pipeline, when engaged in dredging, when transferring persons, provisions, or cargo while underway, and when engaged in a towing operation which

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding 1960 Rule

The following vessels shall be regarded as vessels restricted in their ability to maneuver:

(i) a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;

(ii) a vessel engaged in dredging, surveying or underwater operations;

(iii) a vessel engaged in replenishment or transferring persons, provisions or cargo while underway;

(iv) a vessel engaged in the launching or recovery of aircraft;

(v) a vessel engaged in minesweeping operations;

(vi) a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.

(h) The term "vessel constrained by her draft" means a power-driven vessel which because of her draft in relation to the available depth of water is severely restricted in her ability to deviate from the course she is following. None

(i) The word "underway" means that a vessel is not at anchor, or made fast to shore, or aground. 1(c)(v)

(j) The words "length" and "breadth" of a vessel means her length overall and greatest breadth. 1(c)(vii)
1(c)(viii)

(k) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other. 1(c)(ix)

(l) The term "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes. 15(c) (in part)

PART B—STEERING AND SAILING RULES

Section I—Conduct of Vessels in any Condition of Visibility

RULE 4

Application

Rules in this Section apply to any condition of visibility. None

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
	renders a vessel unable to deviate from its course). Mine-sweeping operations are covered by this rule. The listing is not all-inclusive.
--	A new provision. Ideally suited for use in conjunction with Rule 9(b) and 9(d).
1	The 1960 Rule modified to apply to the new definition of a 'vessel.' The meaning is left intact.
--	The 1960 Rule modified to apply to the new definition of 'vessel.'
--	Identical to the 1960 Rule.
15	The conditions listed in the 1960 Rules are now consolidated into one term, with the addition of sandstorms.
--	This rule, specifying the applicability of the rules of Part B, Section I, indicates that these rules shall be followed at all times.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

RULE 5

Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision. 29 (in part)

RULE 6

Safe Speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions. 16(a)

In determining a safe speed the following factors shall be among those taken into account: None

(a) By all vessels:

(i) the state of visibility;

(ii) the traffic density including concentrations of fishing vessels or any other vessels;

(iii) the maneuverability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

(iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;

(v) the state of wind, sea and current, and the proximity of navigational hazards;

(vi) the draft in relation to the available depth of water.

(b) Additionally, by vessels with operational radar: Radar Annex

(i) the characteristics, efficiency and limitations of the radar equipment;

(ii) any constraints imposed by the radar range scale in use;

(iii) the effect on radar detection of the sea state, weather and other sources of interference;

(iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;

(v) the number, location and movement of vessels detected by radar;

(vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
--	A new rule which specifies, not only the look-out's task, but his means of accomplishing it. Strong mandate not only for a traditional look-out but also any other appropriate means of gathering information such as radar.
16	Admonishes all vessels to proceed at a " <i>safe speed</i> " in <i>all</i> conditions of visibility. The confusing concept of "moderate speed" of the 1960 Rules has been deleted.
--	Sets forth the factors to be considered in determining safe speed.
--	Specifies additional factors to be considered in determining safe speed by vessels with operational radar.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

RULE 7

Risk of Collision

(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

None

(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

Radar Annex

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

Radar Annex
(1)

(d) In determining if risk of collision exists the following considerations shall be among those taken into account:

(i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;

Part D. Pre-
liminary 2

(ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

RULE 8

Action to Avoid Collision

(a) Any action taken to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

Part D. Pre-
liminary 1

(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.

Radar Annex
(7)

(c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

Radar Annex
(5)

(d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.

Radar Annex
(4)

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
--	Requires the use of "all available means" to determine if risk of collision exists.
--	This concept was only implied in the 1960 Rules.
--	Similar to information contained in the 1960 Rules.
Prelim: Steering & Sailing Rules	7(d)(i) is similar to Part D, Preliminary 2, of the 1960 Rules. 7(d)(ii) stresses the fact that where large vessels or tows, or close quarters situations exist, bearing change alone may not be enough to eliminate risk of collision.
--	The 1960 Rule is essentially unchanged.
--	The 1960 Rule is essentially unchanged.
--	The 1960 Rule is rearranged but essentially unchanged.
--	Requires that mariners follow up on the actions taken to avoid collisions to insure that safe passage results from those actions.

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
(e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.	23
RULE 9	
<i>Narrow Channels</i>	
(a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.	25(a)
(b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.	20(b) 25(c)
(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.	26
(d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.	None
(e)(i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).	None
(ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.	
(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).	25(b)
(g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.	None

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
23	The 1960 Rule modified to apply to all vessels, rather than simply those directed to keep out of the way of another.
25	The 1960 Rule modified to apply to all vessels, and changed to require vessels to keep to the starboard outer limit, rather than simply to the starboard side, of the channel.
20 25	Two 1960 Rules combined and presented with stronger language.
26	The 1960 Rule more strongly worded.
--	A new rule developed in recognition of the problems experienced by mariners in narrow channels (currents, congestion, and restricted maneuverability due to lower speeds, etc.). Similar in concept to U.S. Western Rivers Rule Numbered 19.
18 Rule VIII	<p>A new rule which adopts 'signals of intent' currently used under U.S. Inland Rules (Article 18 Rule VIII). Allows lead vessel to alter her course and/or speed to increase the safety of the maneuver.</p> <p>2 prolonged and 1 short—"I intend to overtake you on your starboard side".</p> <p>2 prolonged and 2 short—"I intend to overtake you on your port side".</p> <p>5 short and rapid—Misunderstanding or Doubt.</p>
--	<p>The 1960 Rule modified to apply to all vessels in any situation where an intervening obstruction may obscure vision.</p> <p>1 prolonged blast</p>
--	A new rule aimed at keeping narrow channels as clear for navigation as possible.

RULE 10

Traffic Separation Schemes

(a) This Rule applies to traffic separation schemes adopted by the Organization. None

(b) A vessel using a traffic separation scheme shall:

(i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;

(ii) so far as practicable keep clear of a traffic separation line or separation zone;

(iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from the side shall do so at as small an angle to the general direction of traffic flow as practicable.

(c) A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross as nearly as practicable at right angles to the general direction of traffic flow.

(d) Inshore traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme.

(e) A vessel, other than a crossing vessel, shall not normally enter a separation zone or cross a separation line except:

(i) in cases of emergency to avoid immediate danger;

(ii) to engage in fishing within a separation zone.

(f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

(g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

--

A new rule. The objective of traffic separation schemes is to reduce the risk of collision in converging areas, dense traffic areas or where restricted sea room limits freedom of movement by shipping. IMCO is recognized as the only international body responsible for establishing and recommending measures concerning ships' *routing* on an international level. New Rule 10 makes previously recommended procedures respecting traffic separation schemes compulsory for vessels in or near schemes adopted by IMCO.

Section II—Conduct of Vessels in Sight of One Another

RULE 11

Application

Rules in this section apply to vessels in sight of one another.

Part D. Preliminary 4

RULE 12

Sailing Vessels

(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows: 17(a)

(i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;

(ii) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;

(iii) if a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

(b) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried. 17(b)

RULE 13

24

Overtaking

(a) Notwithstanding anything contained in the Rules of this Section any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

18 Rule IX This rule specifies conditions of applicability (vessels in sight of one another) of Rules 12 through 18.

17 Verbatim from the 1960 Rule, with the exception of paragraph (a)(iii), which covers the situation when in doubt. In this case the mariner is to assume he is burdened and keep out of the way.

-- Identical to the 1960 Rule.

24 Similar to the 1960 Rule. It has been substantially rearranged, but all provisions remain intact.

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
------------------------	------------------------------------

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

RULE 14

Head-on Situation

(a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.	18(a) (in part)
---	-----------------

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.	18(a) (in part)
---	-----------------

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.	None
--	------

RULE 15

Crossing Situation

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.	19
--	----

RULE 16

Action by Give-way Vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.	22
--	----

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
18 Rule I	Similar to the 1986 Rule.
18 Rule I	Similar to the 1960 Rule.
--	Covers the situation when in doubt. It is extremely difficult to precisely define a "head-on situation" at sea. With this rule, a vague situation at sea that could be interpreted either as head-on or crossing (Rule 15) would require an alteration of course to starboard in each case.
19 22	Combines the duties of the vessel to port to keep out of the way, and to avoid crossing ahead.
23	The "burdened vessel" is now defined as "give-way vessel".

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding 1960 Rule

RULE 17

Action by Stand-on Vessel

- | | |
|---|--------------|
| (a)(i) Where one of two vessels is to keep out of the way the other shall keep her course and speed. | 21 (in part) |
| (ii) The latter vessel may however take action to avoid collision by her maneuver alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules. | None |
| (b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision. | 21 (in part) |
| (c) A power-driven vessel which takes action in a crossing situation in accordance with sub-paragraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side. | None |
| (d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way. | None |

RULE 18

Responsibilities Between Vessels

- | | |
|--|-------|
| Except where Rules 9, 10 and 18 otherwise require: | 4(f) |
| (a) A power-driven vessel underway shall keep out of the way of: | |
| (i) a vessel not under command; | |
| (ii) a vessel restricted in her ability to maneuver; | |
| (iii) a vessel engaged in fishing; | |
| (iv) a sailing vessel. | |
| (b) A sailing vessel underway shall keep out of the way of: | 20(a) |
| (i) a vessel not under command; | |
| (ii) a vessel restricted in her ability to maneuver; | |
| (iii) a vessel engaged in fishing. | |
| (c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of: | 26 |
| (i) a vessel not under command; | |
| (ii) a vessel restricted in her ability to maneuver. | |

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
21	The "privileged vessel" is now defined as "stand-on vessel". Provision is now made for the stand-on vessel "to avoid collision by her maneuver alone". Provides for maneuver by the stand-on vessel based upon his own capabilities, rather than his assessment of the "give-way" vessel's capabilities. A significant reform of the rule that allows action by the "stand-on vessel" prior to the "in extremis" situation.
--	Similar to the 1960 Rule.
--	Suggests that turns to port are not appropriate when it becomes apparent that the oncoming give-way vessel is not taking appropriate action.
--	Reinforces the requirement of Rule 16.
20	This is a new rule which brings forth and combines concepts set out in 1960 Rules 4(f), 20(a) and 26. This rule clearly defines the mutual responsibilities between vessels of different status.
26	
--	

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
(d) (i) Any vessel other than a vessel not under command or a vessel restricted in her ability to maneuver shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draft, exhibiting the signals in Rule 28.	None
(ii) A vessel constrained by her draft shall navigate with particular caution having full regard to her special condition.	
(e) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.	20(c)

Section III—Conduct of Vessels in Restricted Visibility

RULE 19

Conduct of Vessels in Restricted Visibility

(a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.	None
(b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate maneuver.	16(a)
(c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.	None
(d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:	Radar Annex 5 & 6
(i) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;	
(ii) an alteration of course towards a vessel abeam or abaft the beam.	
(e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.	16(b) & (c)

INTERNATIONAL RULES

Corresponding Inland Rule

Comments

--

--

Paragraph (e) contains the admonition that a seaplane shall, in general, stay out of the way and stems directly from Rule 20(c) of the 1960 Rules.

--

Defines the conditions under which this rule applies.

16

The "moderate speed" requirement of the 1960 Rule has been changed to "safe speed". The requirement for power-driven vessels to have "engines ready for immediate maneuver" has been added.

--

A reminder to the mariner that the rules of Section I apply in *any* condition of visibility (Rules 4-10), and that Rule 19 supplements those basic requirements.

--

Requires a plot, when appropriate, of vessels detected by radar alone, along with the appropriate maneuvers to avoid risk of collision.

16

Similar to the 1960 Rules. It changes the application from power-driven vessels only to all vessels. The requirement is to reduce speed or take all way off, rather than "so far as the circumstances of the case admit, stop her engines".

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

PART C—LIGHTS AND SHAPES

RULE 20

Application

- | | |
|---|--|
| (a) Rules in this Part shall be complied with in all weathers. | 1(b) (in part) |
| (b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out. | 1(b) (in part) |
| (c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary. | 1(b) (in part) |
| (d) The Rules concerning shapes shall be complied with by day. | 3(c), 4(a),
4(b), 4(c)
and 4(d)
(all in part) |
| (e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I to these Regulations. | 5(a), 9(h),
11(c), 11(d),
11(e) and
14 (all in
part) |

RULE 21

Definitions

- | | |
|---|--------------------------------------|
| (a) "Masthead light" means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel. | 2, 3, 5(b) and
7 (all in
part) |
| (b) "Sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 meters in length the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel. | 2, 6 and 7
(all in part) |

INTERNATIONAL RULES

Corresponding Inland Rule

Comments

1 Requirements identical to the 1960 requirements.

1 Requirements identical to the 1960 requirements.

-- The new rule *requires* vessels to show lights in conditions of restricted visibility rather than simply allowing their use. Allows lights to be shown at all times when deemed necessary.

-- Consolidates the requirements for the time of exhibition of day shapes.

(See 1972 Rules 24(a)(v), 24(e)(iii), 26(b)(i), 27(a)(ii), 27(b)(ii), 27(d)(i), 27(f) and 31 which prescribe the required shapes)

-- Consolidates the requirements for the size, color and shape of day shapes previously found throughout the rules.

-- The entire part of the rules dealing with lights and shapes has been restructured in order to become more readable and consequently more useful to the mariner. The arc of visibility and range of visibility constitute important information for the mariner, and therefore have been included in Rules 21 and 22 respectively. This information is no longer repeated in every rule. Technical methods necessary to arrive at proper arcs of visibility and ranges, as well as the various vertical and horizontal separations between lights, are matters of primary concern to ship builders. This information has been relegated to an annex so as not to clutter the rules. Only the information the mariner needs concerning lights for properly navigating his vessel is contained in the rules. In addition to these editorial changes, there have been significant physical changes. The change to the metric system for linear measurement will ultimately have impact upon building and repair facilities but is not of particular concern in the operation of the vessel.

2(b), 2(c)

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
(c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.	10 & 3(b)
(d) "Towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule.	None
(e) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.	4, 8, 9 and 11 (all in part)
(f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.	None

INTERNATIONAL RULES

Corresponding Inland Rule

Comments

-- Under existing Rule 10(a) it is mandatory that the sternlight be at the stern. This is of some concern for vessels with unusual sterns such as stern trawlers, offshore supply vessels, or LASH vessels with the open stern. Such strict wording is now impractical, and has been eased by the allowance for placement ". . . as nearly as practicable at the stern . . ."

-- The small light aft of the stack on towing vessels for towed vessels to steer by has been replaced by a towing light for stern tows. The light is located above, in line with, and in addition to the normal sternlight and is yellow in color. This light, rather than being designed as a steering light for the vessel towed, is designed for the identification of the towing situation by vessels approaching from astern.

-- In the 1960 Rules, the terms "unbroken light" or "unbroken arc", used in conjunction with various running lights, have been taken literally. On the other hand, lights which are to be visible all around the horizon have been taken to mean as nearly as practicable. This is reasonable since it is virtually impossible to have more than one all around light with an unbroken arc on any given vessel. Rule 21(e) describes the all-round light as an unbroken light over an arc of the horizon of 360 degrees. A technical expression of what must be attained is made in Annex I, Section 9(b) to these rules.

-- On the face of it, paragraph (f) gives a construction specification for a flashing light and should be more properly placed in Annex I to these rules which contains specifications for lights. However, there are two reasons for including the flashing light definition in the rules rather than in an annex: (1) to warn the mariner that flashing lights are now used in the rules as identification signals; and (2) it is of interest to the mariner that these lights flash at the extremely high rate of 120 flashes per minute. Since the most rapid of the quick flashing aids to navigation lights are 60 flashes per minute the mariner now knows there is a recognizable difference which will preclude confusing aids to navigation with flashing lights aboard ship. This flashing light is allowed only for air cushioned vessels when operating in the non-displacement mode (Rule 23(b)). An additional set of yellow lights (with a much slower flash rate) is authorized for special fishing conditions covered in the last Section of Annex II.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

RULE 22

Visibility of Lights

The lights prescribed in these Rules shall have an intensity as specified in Section 8 of Annex I to these Regulations so as to be visible at the following minimum ranges:

2, 3, 4, 5, 7, 8,
9, 10, 11
(all in part)

(a) In vessels of 50 meters or more in length:

- a masthead light, 6 miles;
- a sidelight, 3 miles;
- a sternlight, 3 miles;
- a towing light, 3 miles;
- a white, red, green or yellow all-round light, 3 miles.

(b) In vessels of 12 meters or more in length but less than 50 meters in length:

- a masthead light, 5 miles; except that where the length of the vessel is less than 20 meters, 3 miles;
- a sidelight, 2 miles;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles.

(c) In vessels of less than 12 meters in length:

- a masthead light, 2 miles;
- a sidelight, 1 mile;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles.

RULE 23

Power-driven Vessels Underway

(a) A power-driven vessel underway shall exhibit:

2(a) (i)
through (v)
7(a), 7(c)

- (i) a masthead light forward;
- (ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 meters in length shall not be obliged to exhibit such light but may do so;
- (iii) sidelights;
- (iv) a sternlight.

INTERNATIONAL RULES

Corresponding Inland Rule

Comments

-- For vessels 50 meters (roughly 164 feet) or more in length, ranges of visibility for all lights have been increased by 1 mile. For vessels between roughly 40 and 65 feet, side light visibility requirements have increased by 1 mile. Otherwise, the visibility standards are essentially the same, except for the visibility requirement of the masthead light for vessels under approximately 40 feet which has been reduced by one mile. The for first time these visibility requirements have been translated into meaningful technical language—specifically, intensity requirements. These may be found in Annex I.

2(a), 2(b), 2(c), 2(e), 2(f), 10(a) Rule 23 is easier to read and understand than its predecessor with its cumbersome details. Significant editorial changes are evident in this rule. First, all sizes of power-driven vessels are now contained in this single rule which does away with the need for existing Rule 7 dealing with small craft. Second, all of the "running lights" are now contained in a single rule which is very convenient for the mariner and which also does away with the need for existing Rule 10 dealing with sternlights. The masthead lights, the sidelights and sternlights of vessels under normal operations are all contained in this one rule. Lights covering special operations of various kinds may, of course, be found in other rules.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding 1960 Rule

(b) An air-cushion vessel when operating in the non-displacement mode shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit an all-round flashing yellow light.

None

(c) A power-driven vessel of less than 7 meters in length and whose maximum speed does not exceed 7 knots may, in lieu of the lights prescribed in paragraph (a) of this Rule, exhibit an all-round white light. Such vessel shall, if practicable, also exhibit sidelights.

7(d), 7(f),
7(g)

RULE 24

Towing and Pushing

(a) A power-driven vessel when towing shall exhibit:

3, 7(b)

(i) instead of the light prescribed in Rule 23(a)(i), two masthead lights forward in a vertical line. When the length of the tow, measuring from the stern of the towing vessel to the after end of the tow exceeds 200 meters, three such lights in a vertical line;

(ii) sidelights;

(iii) a sternlight;

(iv) a towing light in a vertical line above the sternlight;

(v) when the length of the tow exceeds 200 meters, a diamond shape where it can best be seen.

(b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.

None

(c) A power-driven vessel when pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit:

3, 7(b)

(i) instead of the light prescribed in Rule 23(a)(i), two masthead lights forward in a vertical line;

(ii) sidelights;

(iii) a sternlight.

(d) A power-driven vessel to which paragraphs (a) and (c) of this Rule apply shall also comply with Rule 23(a)(ii).

2(a)(ii)

(e) A vessel or object being towed shall exhibit:

5(a), 5(d)
and 7(e)

(i) sidelights;

(ii) a sternlight;

(iii) when the length of the tow exceeds 200 meters, a diamond shape where it can best be seen.

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
--	See comment on Rule 21(f).
Motorboat Act of 1940	This rule was included in order to accommodate small, slow vessels that may experience difficulty exhibiting the usual lights.
3(a), 3(b)	
	A towing light (yellow) is now required, replacing the "small white light abaft the funnel or aftermast for the tow to steer by," as contained in the 1960 Rules.
3(a), 3(b)	A new rule developed to accommodate the technological development of rigidly connected vessels which are designed to operate as a single vessel.
--	This is the first time that towing alongside has been recognized in the International Rules.
--	Makes explicit the requirement for range lights on towing vessels.
5, 10(a)	Lights and shapes for vessels towed are now included with the requirements for towing vessels, so that the mariner can establish, at one glance, the lighting required.

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
(f) Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel,	5(c)
(i) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, sidelights;	
(ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.	
(g) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights prescribed in paragraph (e) of this Rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of the unlighted vessel or object.	None

RULE 25

Sailing Vessels Underway and Vessels Under Oars

(a) A sailing vessel underway shall exhibit:	5(a)
(i) sidelights;	
(ii) a sternlight.	
(b) In a sailing vessel of less than 12 meters in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.	7(d)
(c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.	5(b)
(d)(i) A sailing vessel of less than 7 meters in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this Rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.	7(d)
(ii) A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.	7(f)
(e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards.	14

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
--	Clarifies the requirements for the lighting of multiple tows.
--	This new rule recognizes the fact that some tows are difficult to light.
5	Essentially identical to the 1960 Rule.
--	Allows the required navigation lights to be combined in one lantern and placed where they will not be obscured when the vessel is under sail.
--	Changes existing 20 point lights to all-round lights.
6, 7, 9(d), 10(b)	The lighting requirements have been relaxed by this rule, in that the portable colored lights are no longer required. The new rule applies only to sailing vessels of less than 7 meters in length.
14	Essentially identical to the 1960 Rule.

RULE 26*Fishing Vessels*

(a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule. 9

(b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit:

(i) two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other; a vessel of less than 20 meters in length may instead of this shape exhibit a basket;

(ii) a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 meters in length shall not be obliged to exhibit such a light but may do so;

(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(c) A vessel engaged in fishing, other than trawling, shall exhibit:

(i) two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other; a vessel of less than 20 meters in length may instead of this shape exhibit a basket;

(ii) when there is outlying gear extending more than 150 meters horizontally from the vessel, an all-round white light or a cone apex upwards in the direction of the gear;

(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(d) A vessel engaged in fishing in close proximity to other vessels engaged in fishing may exhibit the additional signals described in Annex II to these Regulations.

(e) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

9(a), 9(b), 9(c) Identical to the 1960 Rule, except for range of visibility (see Rule 22).

The vertical spacing option has been deleted.

Makes the after masthead light mandatory for trawling vessels greater than 50 meters (164 feet) (optional for all lengths of trawlers in the 1960 Rules). Changes the location from below the green and white light to above the green light.

Similar to 1960 requirement.

The requirement for lights remain intact. Exceptions for vessels less than 40 feet in length are deleted.

Similar to 1960 requirement.

Similar to 1960 requirement.

Prescribes new signals for vessels fishing in close proximity.

Similar to the 1960 Rule.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

RULE 27

*Vessels Not Under Command or Restricted in their Ability
to Maneuver*

- (a) A vessel not under command shall exhibit:
- (i) two all-round red lights in a vertical line where they can best be seen; 4(a)
 - (ii) two balls or similar shapes in a vertical line where they can best be seen; 4(a)
 - (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight. 4(e)
- (b) A vessel restricted in her ability to maneuver, except a vessel engaged in minesweeping operations, shall exhibit:
- (i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white; 4(c)
 - (ii) three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond; 4(c)
 - (iii) when making way through the water, masthead lights, sidelights and a sternlight, in addition to the lights prescribed in subparagraph (i); 4(e)
 - (iv) when at anchor, in addition to the lights or shapes prescribed in subparagraphs (i) and (ii), the light, lights or shape prescribed in Rule 30. 11(d)
- (c) A vessel engaged in a towing operation such as renders her unable to deviate from her course shall, in addition to the lights or shapes prescribed in subparagraph (b) (i) and (ii) of this Rule, exhibit the lights or shape prescribed in Rule 24(a). None
- (d) A vessel engaged in dredging or underwater operations, when restricted in her ability to maneuver, shall exhibit the lights and shapes prescribed in paragraph (b) of this Rule and shall in addition, when an obstruction exists, exhibit:
- (i) two all-round red lights or two balls in a vertical line to indicate the side on which the obstruction exists;
 - (ii) two all-round green lights or two diamonds in a vertical line to indicate the side on which another vessel may pass;

INTERNATIONAL RULES

Corresponding Inland Rule

Comments

--

Similar to the 1960 Rule.

Size and color specifications have been moved to Annex I.

--

See 1972 Rule 3(g) for the list of vessels permitted to carry these lights. The listing of Rule 3(g) is not exhaustive, and these lights may be carried by any vessel when warranted by her circumstances.

Size and color specifications have been moved to Annex I.

The requirements of this rule are identical to the 1960 Rule except for the masthead light requirement, which has been added to give approaching mariners a clearer indication of the vessel's direction of movement.

Similar to the 1960 Rule.

--

Requires not under command signals in addition to towing signals for a vessel "engaged in towing operations such as renders her unable to deviate from her course."

--

Provides additional informational signals for "vessel engaged in dredging or underwater operations, when restricted in her ability to maneuver."

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
(iii) when making way through the water, in addition to the lights prescribed in this paragraph, masthead lights, sidelights and a sternlight;	
(iv) a vessel to which this paragraph applies when at anchor shall exhibit the lights or shapes prescribed in subparagraphs (i) and (ii) instead of the lights or shape prescribed in Rule 30.	
(e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit the shapes prescribed in paragraph (d) of this Rule, a rigid replica of the International Code flag "A" not less than 1 meter in height shall be exhibited. Measures shall be taken to ensure all-round visibility.	None
(f) A vessel engaged in minesweeping operations shall, in addition to the lights prescribed for a power-driven vessel in Rule 23, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited at or near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach closer than 1,000 meters astern or 500 meters on either side of the minesweeper.	4(d)
(g) Vessels of less than 7 meters in length shall not be required to exhibit the lights prescribed in this Rule.	7(g)
(h) The signals prescribed in this Rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Annex IV to these Regulations.	4(g)

RULE 28

Vessels Constrained by their Draft

A vessel constrained by her draft may, in addition to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.	None
--	------

RULE 29

8

Pilot Vessels

- (a) A vessel engaged on pilotage duty shall exhibit:
- (i) at or near the masthead, two all-round lights in a vertical line, the upper being white and the lower red;
 - (ii) when underway, in addition, sidelights and a sternlight;

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
--	Adopted from the International Code of Signals. It provides an alternate signal for small vessels engaged in diving operations.
--	Minesweepers will now be required to carry all three lights regardless of the side on which operations are being conducted.
--	The size of vessels which need not exhibit the lights prescribed by this rule has been reduced from 65 feet to 7 meters (23 feet).
--	Essentially identical to the 1960 Rule.
--	Developed in order to provide mariners with information concerning the relative maneuverability of vessels with regard to the available depth of water. It is designed to support the provisions of 1972 Rules 18(d)(1), 9(b) and 9(d).
8	This is a rewrite of 1960 Rule 8. The lengthy portion dealing with sailing pilot vessels has been removed as have the provisions for displaying the flare-up light. All pilot vessels are now required to display identical lights.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding 1960 Rule

(iii) when at anchor, in addition to the lights prescribed in subparagraph (i), the anchor light, lights or shape.

(b) A pilot vessel when not engaged on pilotage duty shall exhibit the lights or shapes prescribed for a similar vessel of her length.

RULE 30

Anchored Vessels and Vessels Aground

(a) A vessel at anchor shall exhibit where it can best be seen: 11(b) and 11(c)

(i) in the fore part, an all-round white light or one ball;

(ii) at or near the stern and at a lower level than the light prescribed in subparagraph (i), an all-round white light.

(b) A vessel of less than 50 meters in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule. 11(a)

(c) A vessel at anchor may, and a vessel of 100 meters and more in length shall, also use the available working or equivalent lights to illuminate her decks. None

(d) A vessel aground shall exhibit the lights prescribed in paragraph (a) or (b) of this Rule and in addition, where they can best be seen: 11(e)

(i) two all-round red lights in a vertical line;

(ii) three balls in a vertical line.

(e) A vessel of less than 7 meters in length, when at anchor or aground, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shapes prescribed in paragraphs (a), (b) or (d) of this Rule. None

RULE 31

Seaplanes

Where it is impracticable for a seaplane to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.

1(a), 2(b),
3(d), 4(b),
5(a), 10(c),
11(f), 11(g)
and 11(h)

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
11(b)	Requires identical lights and shapes to those required by the 1960 Rules. See Annex I, Section 2(k) for the required heights.
11(a)	This light is now required "where it can best be seen" rather than "in the forepart of the vessel."
--	A new provision that will provide better illumination of larger vessels when at anchor.
--	Identical to the 1960 requirements.
11(c)	A new provision that recognizes that vessels of this size have difficulty carrying the lights and shapes specified.
--	Sets forth the requirement for seaplanes to comply as closely as possible in their exhibition of the lights and shapes of Part C. Deletes verbose requirements of 1960 Rules 2(b), 3(d), 4(b), 5(a), 10(c), 11(f), 11(g) and 11(h).

PART D—SOUND AND LIGHT SIGNALS**RULE 32***Definitions*

- (a) The word "whistle" means any sound signalling appliance capable of producing the prescribed blasts and which complies with the specifications in Annex III to these Regulations. 1(c) (xiii)
- (b) The term "short blast" means a blast of about one second's duration. 1(c) (xi)
- (c) The term "prolonged blast" means a blast of from four to six seconds' duration. 1(c) (xii)

RULE 33*Equipment for Sound Signals*

- (a) A vessel of 12 meters or more in length shall be provided with a whistle and a bell and a vessel of 100 meters or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specifications in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the required signals shall always be possible. 15(a)
- (b) A vessel of less than 12 meters in length shall not be obliged to carry the sound signalling appliances prescribed in paragraph (a) of this Rule but if she does not, she shall be provided with some other means of making an efficient sound signal. 15(c) (ix)

RULE 34*Maneuvering and Warning Signals*

- (a) When vessels are in sight of one another, a power-driven vessel underway, when maneuvering as authorized or required by these Rules, shall indicate that maneuver by the following signals on her whistle: 28(a)
- one short blast to mean "I am altering my course to starboard";
 - two short blasts to mean "I am altering my course to port";
 - three short blasts to mean "I am operating astern propulsion".

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
15	The definition has been revised to take into account the new technical requirements of Annex III.
--	Identical to the 1960 definition.
15	Identical to the 1960 definition.
15	A whistle and bell are now required for all vessels greater than or equal to 12 meters (39.4 feet), rather than having specific requirements for sailing vessels and power-driven vessels greater than or equal to 40 feet. Reference is now made to technical requirements contained in Annex III. Vessels 100 meters (328 feet) or more in length are now required to have a gong. Other equipment having the same respective sound characteristics of a bell or a gong may also be used providing that manual sounding of the required signals is always possible.
--	A concept similar to the 1960 Rules. The new rule deletes the specific exemptions for seaplanes and rowing boats contained in the 1960 Rule.
18 Rule IX 18 Rule I 28	Identical to the 1960 requirements.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

(b) Any vessel may supplement the whistle signals prescribed in paragraph (a) of this Rule by light signals, repeated as appropriate, whilst the maneuver is being carried out: 28(c)

(i) these light signals shall have the following significance:

—one flash to mean "I am altering my course to starboard";

—two flashes to mean "I am altering my course to port";

—three flashes to mean "I am operating astern propulsion";

(ii) the duration of each flash shall be about one second, the interval between flashes shall be about one second, and the interval between successive signals shall be not less than ten seconds;

(iii) the light used for this signal shall, if fitted, be an all-round white light, visible at a minimum range of 5 miles, and shall comply with the provisions of Annex I.

(c) When in sight of one another in a narrow channel or fairway: None

(i) a vessel intending to overtake another shall in compliance with Rule 9(e)(1) indicate her intention by the following signals on her whistle:

—two prolonged blasts followed by one short blast to mean "I intend to overtake you on your starboard side";

—two prolonged blasts followed by two short blasts to mean "I intend to overtake you on your port side".

(ii) the vessel about to be overtaken when acting in accordance with Rule 9(e)(1) shall indicate her agreement by the following signal on her whistle:

—one prolonged, one short, one prolonged and one short blast, in that order.

(d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes. 28(b)

INTERNATIONAL RULES

Corresponding Inland Rule

Comments

-- Similar to the 1960 Rule. The 1972 Rules allow for repetition of light signals. The light and whistle need not be synchronized as is currently required.

18 Rule VIII

This rule specifies signals of intent to be used in narrow channel situations of Rule 9. The signal for agreement is the International Morse Code signal for the letter "C". The two prolonged blasts prior to the signals of intent are aimed at distinguishing these signals from those of 1972 Rule 34(a).

18 Rule III

Paragraph (d) contains the so-called "danger signal" which has been expanded into a much more useful tool. Under existing rules, this signal may only be given by a privileged vessel in protest of a burdened vessel not taking sufficient action to avert collision. Under the new rules this signal may be given by any vessel doubting the actions or intentions of an approaching vessel. It may also be repeated on the maneuvering light.

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
(e) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.	25(b)
(f) If whistles are fitted on a vessel at a distance apart of more than 100 meters, one whistle only shall be used for giving maneuvering and warning signals.	None

RULE 35

Sound Signals in Restricted Visibility

In or near an area of restricted visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:

(a) A power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast.	15(c) (I)
(b) A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.	15(c) (II)
(c) A vessel not under command, a vessel restricted in her ability to maneuver, a vessel constrained by her draft, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraphs (a) or (b) of this Rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.	15(c) (III) 15(c) (v) 15(c) (viii)
(d) A vessel towed or if more than one vessel is towed the last vessel of the tow, if manned, shall at intervals of not more than 2 minutes sound four blasts in succession, namely one prolonged followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.	15(c) (vi)
(e) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and shall give the signals prescribed in paragraphs (a) or (b) of this Rule.	None

INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
18 Rule V	Requires that a vessel, when nearing a bend or an area of a channel or fairway where other vessels may be obscured, to sound a whistle signal. Also requires an answering signal from an approaching vessel which may be obscured. This is similar to the requirements of 1960 Rule 25(b) with the elimination of the distance criteria of 1/2 mile and minor editorial changes.
--	This is to prevent misunderstanding of signals which may result when sounding simultaneous signals.
18 Rule IX	
15	
15(a)	Identical to the 1960 requirements.
--	The interval between blasts has been changed from one to two seconds.
15(c)	Interval between blasts has been changed. Application has
15(e)	been broadened. All sailing vessels will use this same signal, regardless of tack.
15(e)	Interval between blasts has been changed.
--	New rule which recognizes composite units.

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>1972 Regulation</i>	<i>Corresponding 1960 Rule</i>
(f) A vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds. In a vessel of 100 meters or more in length the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel. A vessel at anchor may in addition sound three blasts in succession, namely one short, one prolonged and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.	15(c)(iv)
(g) A vessel aground shall give the bell signal and if required the gong signal prescribed in paragraph (f) of this Rule and shall, in addition, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell. A vessel aground may in addition sound an appropriate whistle signal.	15(c)(vii)
(h) A vessel of less than 12 meters in length shall not be obliged to give the above-mentioned signals but, if she does not, shall make some other efficient sound signal at intervals of not more than 2 minutes.	15(c)(ix)
(i) A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b) or (f) of this Rule sound an identity signal consisting of four short blasts.	15(c)(x)

RULE 36

Signals to Attract Attention

If necessary to attract the attention of another vessel, any vessel may make light or sound signals that cannot be mistaken for any signal authorized elsewhere in these Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to embarrass any vessel.	12
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RULE 37

Distress Signals

When a vessel is in distress and requires assistance she shall use or exhibit the signals prescribed in Annex IV to these Regulations.	None
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INTERNATIONAL RULES

<i>Corresponding Inland Rule</i>	<i>Comments</i>
15(d)	Similar to the provisions of 1960 Rule 15(c)(iv). Noteworthy is the change for vessels 100m (328') or more in length, by which the gong signal must be sounded immediately after the bell signal.
--	Similar to 1960 Rule 15(c)(vii). In addition, the new rule will allow a vessel aground to sound an appropriate whistle signal from the International Code of Signals.
15(f)	Similar to 1960 Rule 15(c)(ix) which contains provisions for vessels less than 40 feet in length, with the exception that the interval is one minute rather than two minutes.
--	The identification signal for power-driven pilot vessels has been extended to all pilot vessels.
12	Similar to the 1960 provisions, with the use of the searchlight in the direction of danger now authorized for all vessels.
--	This new rule provides for the use of the distress signals contained in Annex IV.

PART E—EXEMPTIONS

RULE 38

Exemptions

Any vessel (or class of vessels) provided that she complies with the requirements of the International Regulations for Preventing Collisions at Sea, 1960, the keel of which is laid or which is at a corresponding stage of construction before the entry into force of these Regulations may be exempted from compliance therewith as follows:

None

(a) The installation of lights with ranges prescribed in Rule 22, until four years after the date of entry into force of these Regulations.

(b) The installation of lights with color specifications as prescribed in Section 7 of Annex I to these Regulations, until four years after the date of entry into force of these Regulations.

(c) The repositioning of lights as a result of conversion from Imperial to metric units and rounding off measurement figures, permanent exemption.

(d)(i) The repositioning of masthead lights on vessels of less than 150 meters in length, resulting from the prescriptions of Section 3(a) of Annex I, permanent exemption.

(ii) The repositioning of masthead lights on vessels of 150 meters or more in length, resulting from the prescriptions of Section 3(a) of Annex I to these Regulations, until 9 years after the date of entry into force of these Regulations.

(e) The repositioning of masthead lights resulting from the prescriptions of Section 2(b) of Annex I, until 9 years after the date of entry into force of these Regulations.

(f) The repositioning of sidelights resulting from the prescriptions of Sections 2(g) and 3(b) of Annex I, until 9 years after the date of entry into force of these Regulations.

(g) The requirements for sound signal appliances prescribed in Annex III, until 9 years after the date of entry into force of these Regulations.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

--

A new rule specifying exemptions necessitated by the change of units from feet to meters for positioning of lights and shapes, and by the new technical requirements for lights, shapes and sound signalling appliances.

ANNEX I**Positioning and Technical Details
of Lights and Shapes****1. Definition**

The term "height above the hull" means height above the uppermost continuous deck.

2. Vertical positioning and spacing of lights

(a) On a power-driven vessel of 20 meters or more in length the masthead lights shall be placed as follows:

(i) the forward masthead light, or if only one masthead light is carried, then that light, at a height above the hull of not less than 6 meters, and, if the breadth of the vessel exceeds 6 meters, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 12 meters;

(ii) when two masthead lights are carried the after one shall be at least 4.5 meters vertically higher than the forward one.

(b) The vertical separation of masthead lights of power-driven vessels shall be such that in all normal conditions of trim the after light will be seen over and separate from the forward light at a distance of 1000 meters from the stem when viewed from sea level.

(c) The masthead light of a power-driven vessel of 12 meters but less than 20 meters in length shall be placed at a height above the gunwale of not less than 2.5 meters.

(d) A power-driven vessel of less than 12 meters in length may carry the uppermost light at a height of less than 2.5 meters above the gunwale. When however a masthead light is carried in addition to sidelights and a sternlight, then such masthead light shall be carried at least 1 meter higher than the sidelights.

(e) One of the two or three masthead lights prescribed for a power-driven vessel when engaged in towing or pushing another vessel shall be placed in the same position as the forward masthead light of a power-driven vessel.

3(a), 4(a),
4(b), 4(c),
4(d), 7(a)
and 11(b)
(all in part);
and 2(a)
(vi), 3(c),
5(b), 7(c),
9(c) (i),
9(d), 9(f)
and 11(e).

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

Various specifications are interspersed throughout the rules.	Annex I specifies the positioning of lights required within the body of the 1972 Rules, and includes the technical details of the required lights and shapes. Many of the details of positioning of the lights are identical to those found in the body of the 1960 Rules with minor variations due to the change from Imperial to metric units.
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NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

*Corresponding
1960 Rule*

(f) In all circumstances the masthead light or lights shall be so placed as to be above and clear of all other lights and obstructions.

(g) The sidelights of a power-driven vessel shall be placed at a height above the hull not greater than three quarters of that of the forward masthead light. They shall not be so low as to be interfered with by deck lights.

(h) The sidelights, if in a combined lantern and carried on a power-driven vessel of less than 20 meters in length, shall be placed not less than 1 meter below the masthead light.

(i) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows:

(i) on a vessel of 20 meters in length or more such lights shall be spaced not less than 2 meters apart, and the lowest of these lights shall, except where a towing light is required, not be less than 4 meters above the hull;

(ii) on a vessel of less than 20 meters in length such lights shall be spaced not less than 1 meter apart and the lowest of these lights shall, except where a towing light is required, not be less than 2 meters above the gunwale;

(iii) when three lights are carried they shall be equally spaced.

(j) The lower of the two all-round lights prescribed for a fishing vessel when engaged in fishing shall be at a height above the sidelights not less than twice the distance between the two vertical lights.

(k) The forward anchor light, when two are carried, shall not be less than 4.5 meters above the after one. On a vessel of 50 meters or more in length this forward anchor light shall not be less than 6 meters above the hull.

3. Horizontal positioning and spacing of lights

(a) When two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel but need not be more than 100 meters. The forward light shall be placed not more than one quarter of the length of the vessel from the stem.

2(a) (iii)

(b) On a vessel of 20 meters or more in length the sidelights shall not be placed in front of the forward masthead lights. They shall be placed at or near the side of the vessel.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

Corresponding
1960 Rule

4. *Details of location of direction-indicating lights for fishing vessels, dredgers and vessels engaged in underwater operations*

(a) The light indicating the direction of the outlying gear from a vessel engaged in fishing as prescribed in Rule 26(c)(ii) shall be placed at a horizontal distance of not less than 2 meters and not more than 6 meters away from the two all-round red and white lights. This light shall be placed not higher than the all-round white light prescribed in Rule 26(c)(i) and not lower than the sidelights.

(b) The lights and shapes on a vessel engaged in dredging or underwater operations to indicate the obstructed side and/or the side on which it is safe to pass, as prescribed in Rule 27(d)(i) and (ii), shall be placed at the maximum practical horizontal distance, but in no case less than 2 meters, from the lights or shapes prescribed in Rule 27(b)(i) and (ii). In no case shall the upper of these lights or shapes be at a greater height than the lower of the three lights or shapes prescribed in Rule 27(b)(i) and (ii).

5. *Screens for sidelights*

2(a)(vi)

The sidelights shall be fitted with inboard screens painted matt black, and meeting the requirements of Section 9 of this Annex. With a combined lantern, using a single vertical filament and a very narrow division between the green and red sections, external screens need not be fitted.

6. *Shapes*

(a) Shapes shall be black and of the following sizes:

See listing for
Section 2

(i) a ball shall have a diameter of not less than 0.6 meter;

(ii) a cone shall have a base diameter of not less than 0.6 meter and a height equal to its diameter;

(iii) a cylinder shall have a diameter of at least 0.6 meter and a height of twice its diameter;

(iv) a diamond shape shall consist of two cones as defined in (ii) above having a common base.

(b) The vertical distance between shapes shall be at least 1.5 meter.

(c) In a vessel of less than 20 meters in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

2(d)

Performance standards, rather than equipment standards,
are now set.

1972 Regulation

Corresponding
1960 Rule

7. Color specification of lights

The chromaticity of all navigation lights shall conform to the following standards, which lie within the boundaries of the area of the diagram specified for each color by the International Commission on Illumination (CIE).

The boundaries of the area for each color are given by indicating the corner co-ordinates, which are as follows:

(i) White:

x	0.525	0.525	0.452	0.310	0.310	0.443
y	0.382	0.440	0.440	0.348	0.283	0.382

(ii) Green:

x	0.028	0.009	0.300	0.203
y	0.385	0.723	0.511	0.356

(iii) Red:

x	0.680	0.660	0.735	0.721
y	0.320	0.320	0.265	0.259

(iv) Yellow:

x	0.612	0.618	0.575	0.575
y	0.382	0.382	0.425	0.406

8. Intensity of lights

(a) The minimum luminous intensity of lights shall be calculated by using the formula: 1(c) (x)

$$I = 3.43 \times 10^6 \times T \times D^3 \times K^2$$

where I is luminous intensity in candelas under service conditions,

T is threshold factor 2×10^{-7} lux,

D is range of visibility (luminous range) of the light in nautical miles,

K is atmospheric transmissivity. For prescribed lights the value of K shall be 0.8, corresponding to a meteorological visibility of approximately 13 nautical miles.

(b) A selection of figures derived from the formula is given in the following table:

Range of visibility (luminous range) of light in nautical miles	Luminous intensity of light in candelas for K=0.8
D	I
1	0.9
2	4.8
3	12
4	27
5	52
6	94

NOTE: The maximum luminous intensity of navigation lights should be limited to avoid undue glare.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

Definitions
(88 U.S.C. 156)

*1972 Regulation**Corresponding
1960 Rule**9. Horizontal sectors*

(a)(i) In the forward direction, sidelights as fitted on the vessel must show the minimum required intensities. The intensities must decrease to reach practical cut-off between 1 degree and 3 degrees outside the prescribed sectors.

(ii) For sternlights and masthead lights and at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed in Rule 21. From 5 degrees within the prescribed sectors the intensity may decrease by 50 percent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed limits.

(b) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights, which need not be placed at an impracticable height above the hull.

10. Vertical sectors

(a) The vertical sectors of electric lights, with the exception of lights on sailing vessels shall ensure that:

(i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

(ii) at least 60 percent of the required minimum intensity is maintained from 7.5 degrees above to 7.5 degrees below the horizontal.

(b) In the case of sailing vessels the vertical sectors of electric lights shall ensure that:

(i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

(ii) at least 50 percent of the required minimum intensity is maintained from 25 degrees above to 25 degrees below the horizontal.

(c) In the case of lights other than electric these specifications shall be met as closely as possible.

11. Intensity of non-electric lights

Non-electric lights shall so far as practicable comply with the minimum intensities, as specified in the Table given in Section 8 of this Annex.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

12. Maneuvering light

Notwithstanding the provisions of paragraph 2(f) of this Annex the maneuvering light described in Rule 34(b) shall be placed in the same fore and aft vertical plane as the masthead light or lights and, where practicable, at a minimum height of 2 meters vertically above the forward masthead light, provided that it shall be carried not less than 2 meters vertically above or below the after masthead light. On a vessel where only one masthead light is carried the maneuvering light, if fitted, shall be carried where it can best be seen, not less than 2 meters vertically apart from the masthead light.

13. Approval

The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be to the satisfaction of the appropriate authority of the State where the vessel is registered.

ANNEX II

Additional Signals for Fishing Vessels Fishing in Close Proximity

1. General

The lights mentioned herein shall, if exhibited in pursuance of Rule 26(d), be placed where they can best be seen. They shall be at least 0.9 meter apart but at a lower level than lights prescribed in Rule 26(b)(1) and (c)(1). The lights shall be visible all around the horizon at a distance of at least 1 mile but at a lesser distance from the lights prescribed by these Rules for fishing vessels.

2. Signals for trawlers

(a) Vessels when engaged in trawling, whether using demersal or pelagic gear, may exhibit:

- (i) when shooting their nets: two white lights in a vertical line;
- (ii) when hauling their nets: one white light over one red light in a vertical line;
- (iii) when the net has come fast upon an obstruction: two red lights in a vertical line.

(b) Each vessel engaged in pair trawling may exhibit:

- (i) by night, a searchlight directed forward and in the direction of the other vessel of the pair;
- (ii) when shooting or hauling their nets or when their nets have come fast upon an obstruction, the lights prescribed in 2(a) above.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

This annex provides additional signals for fishing vessels fishing in proximity to one another similar to the signals provided for in the Convention on Conduct of Fishing Operations in the North Atlantic, 1967. These signals may be used by fishing vessels to indicate when they are shooting (setting) their nets, hauling their nets, when a net has come fast upon an obstruction, when pair trawling, and when using purse seine gear. This will provide standardized signals for fishing vessels on a worldwide basis.

3. Signals for purse seiners

Vessels engaged in fishing with purse seine gear may exhibit two yellow lights in a vertical line. These lights shall flash alternately every second and with equal light and occultation duration. These lights may be exhibited only when the vessel is hampered by its fishing gear.

ANNEX III**Technical Details of Sound
Signal Appliances****1. Whistles**

(a) *Frequencies and range of audibility* The fundamental frequency of the signal shall lie within the range 70-700 Hz. 15(a), 15(b)

The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700 Hz (± 1 percent) and which provide the sound pressure levels specified in paragraph 1(c) below.

(b) *Limits of fundamental frequencies.* To ensure a wide variety of whistle characteristics, the fundamental frequency of a whistle shall be between the following limits:

- (i) 70-200 Hz, for a vessel 200 meters or more in length;
- (ii) 180-350 Hz, for a vessel 75 meters but less than 200 meters in length;
- (iii) 250-700 Hz, for a vessel less than 75 meters in length.

(c) *Sound signal intensity and range of audibility.* A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 meter from it, a sound pressure level in at least one $\frac{1}{3}$ -octave band within the range of frequencies 180-700 Hz (± 1 percent) of not less than the appropriate figure given in the table below.

<i>Length of vessel in meters</i>	<i>$\frac{1}{3}$-octave band level at 1 meter in dB referred to 2×10^{-5} N/m²</i>	<i>Audibility range in nautical miles</i>
200 or more -----	148	2
75 but less than 200 -----	138	1.5
20 but less than 75 -----	130	1
Less than 20 -----	120	0.5

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

This annex replaces the general requirements of 1960 Rule 15(a) with technical specifications aimed at increasing the ability of the mariner to identify targets he may not be able to see, through the use of different sound characteristics for vessels of different lengths.

The basis for specifying different sound signalling appliances has been changed from the type of vessel to the length of the vessel. A 'fog horn' is no longer specified as part of the signalling equipment.

1972 Regulation

Corresponding
1960 Rule

The range of audibility in the table above is for information and is approximately the range at which a whistle may be heard on its forward axis with 90 percent probability in conditions of still air on board a vessel having average background noise level at the listening posts (taken to be 68 dB in the octave band centered on 250 Hz and 63 dB in the octave band centered on 500 Hz).

In practice the range at which a whistle may be heard is extremely variable and depends critically on weather conditions; the values given can be regarded as typical but under conditions of strong wind or high ambient noise level at the listening post the range may be much reduced.

(d) *Directional properties.* The sound pressure level of a directional whistle shall be not more than 4 dB below the sound pressure level on the axis at any direction in the horizontal plane within ± 45 degrees of the axis. The sound pressure level at any other direction in the horizontal plane shall be not more than 10 dB below the sound pressure level on the axis, so that the range in any direction will be at least half the range on the forward axis. The sound pressure level shall be measured in that one-third octave band which determines the audibility range.

(e) *Positioning of whistles.* When a directional whistle is to be used as the only whistle on a vessel, it shall be installed with its maximum intensity directed straight ahead.

A whistle shall be placed as high as practicable on a vessel, in order to reduce interception of the emitted sound by obstructions and also to minimize hearing damage risk to personnel. The sound pressure level of the vessel's own signal at listening posts shall not exceed 110 dB (A) and so far as practicable should not exceed 100 dB (A).

(f) *Fitting of more than one whistle.* If whistles are fitted at a distance apart of more than 100 meters, it shall be so arranged that they are not sounded simultaneously.

(g) *Combined whistle systems.* If due to the presence of obstructions the sound field of a single whistle or of one of the whistles referred to in paragraph 1(f) above is likely to have a zone of greatly reduced signal level, it is recommended that a combined whistle system be fitted so as to overcome this reduction. For the purposes of the Rules a combined whistle system is to be regarded as a single whistle. The whistles of a combined system shall

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

be located at a distance apart of not more than 100 meters and arranged to be sounded simultaneously. The frequency of any one whistle shall differ from those of the others by at least 10 Hz.

2. Bell or gong

(a) *Intensity of signal.* A bell or gong, or other device having similar sound characteristics shall produce a sound pressure level of not less than 110 dB at 1 meter.

(b) *Construction.* Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of more than 20 meters in length, and shall be not less than 200 mm for vessels of 12 to 20 meters in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 percent of the mass of the bell.

3. Approval

The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State where the vessel is registered.

ANNEX IV

Distress Signals

1. Need of assistance

31

The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

(a) a gun or other explosive signal fired at intervals of about a minute;

(b) a continuous sounding with any fog-signalling apparatus;

(c) rockets or shells, throwing red stars fired one at a time at short intervals;

(d) a signal made by radiotelegraphy or by any other signaling method consisting of the group . . . — — — . . . (SOS) in the Morse Code;

(e) a signal sent by radiotelephony consisting of the spoken word "Mayday";

(f) the International Code Signal of distress indicated by N.C.;

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

31

This annex lists the recognized distress signals that were found in 1960 Rule 31, and adds additional signals to the list.

NAVIGATION RULES—INTERNATIONAL—INLAND

1972 Regulation

*Corresponding
1960 Rule*

(g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;

(h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.);

(i) a rocket parachute flare or a hand flare showing a red light;

(j) a smoke signal giving off orange-colored smoke;

(k) slowly and repeatedly raising and lowering arms outstretched to each side;

(l) the radiotelegraph alarm signal;

(m) the radiotelephone alarm signal;

(n) signals transmitted by emergency position-indicating radio beacons.

2. The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.

3. Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual and the following signals:

(a) a piece of orange-colored canvas with either a black square and circle or other appropriate symbol (for identification from the air);

(b) a dye marker.

INTERNATIONAL RULES

*Corresponding
Inland Rule*

Comments

PENALTY PROVISIONS

DUTY OF MASTER OF VESSEL IN COLLISION TO GIVE AID, NAME OF HIS VESSEL, ETC. (33 U.S.C. 367)

In every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without serious danger to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any) such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision, and also to give to the master or person in charge of the other vessel the name of his own vessel and her port of registry, or the port or place to which she belongs, and also the name of the ports and places from which and to which she is bound. If he fails so to do, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default. (Sept. 4, 1890, c. 875, § 1, 26 Stat. 425)

PENALTY FOR FAILURE TO GIVE AID, ETC. (33 U.S.C. 368)



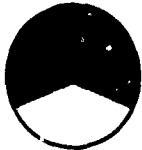
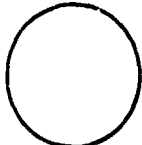
Every master or person in charge of a United States vessel who fails, without reasonable cause, to render such assistance or give such information as required in section 367 of this title shall be deemed guilty of a misdemeanor, and shall be liable to a penalty of \$1,000, or imprisonment for a term not exceeding two years; and for the above sum the vessel shall be liable and may be seized and proceeded against by process in any district court of the United States by any person; one-half such sum to be payable to the informer and the other half to the United States. (Sept. 4, 1890, c. 875, § 2, 26 Stat. 425)

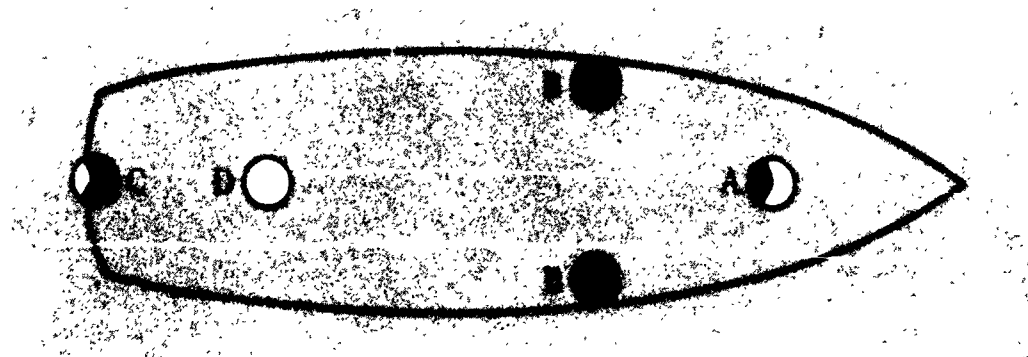
LIGHTS AND SHAPES

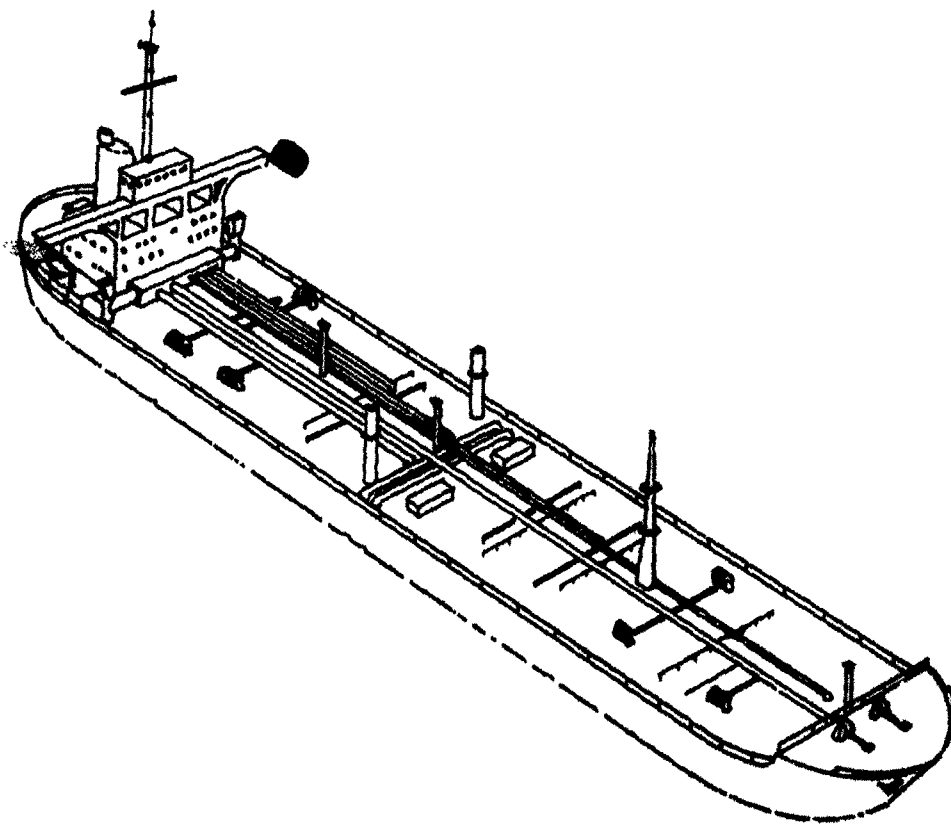
72 COLREGS

This section displays graphically some of the more common lights and shapes required by the 72 COLREGS. It is by no means a complete display and should not be regarded as such. The 72 COLREGS themselves remain the authoritative source for the positioning and technical details of the required lights and shapes. These illustrations are designed to aid the reader in recognizing and identifying the more commonly encountered situations on the high seas.

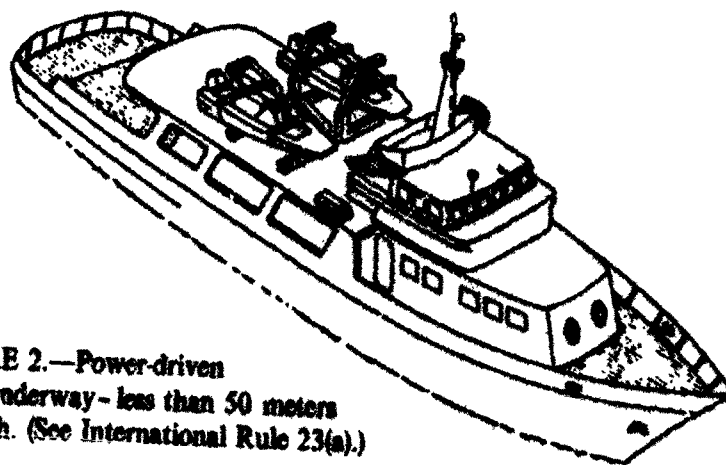
The lights in the following illustrations are represented by portions of a "disc." A top view of the arc of visibility for the various lights represented is shown here.

	Light	Arc (degrees)	Arc (points)	On diagram
	Masthead light	225°	20 pt	A
	Side light	112.5°	10 pt	B
	Stern light	135°	12 pt	C
	All round light	360°	32 pt	D





**FIGURE 1.—Power-driven vessel underway—
50 meters or more in length. (See International Rule 23(a).)
Affected by NOTE**



**FIGURE 2.—Power-driven
vessel underway - less than 50 meters
in length. (See International Rule 23(a).)**

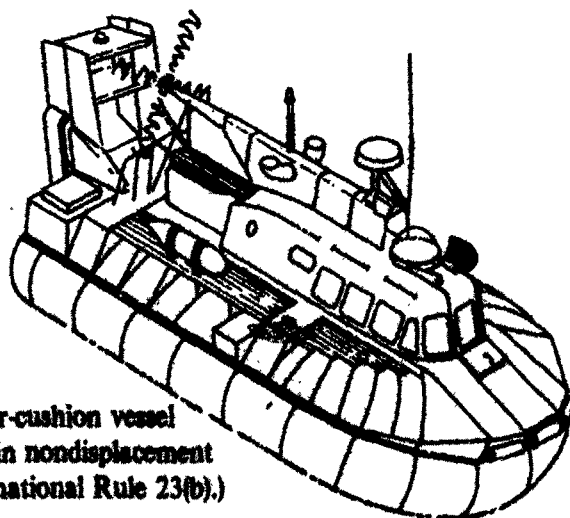


FIGURE 3.—Air-cushion vessel when operating in nondisplacement mode. (See International Rule 23(b).)



FIGURE 4.—Power-driven vessel less than 7 meters in length and maximum speed does not exceed 7 knots. (See International Rule 23(c).)

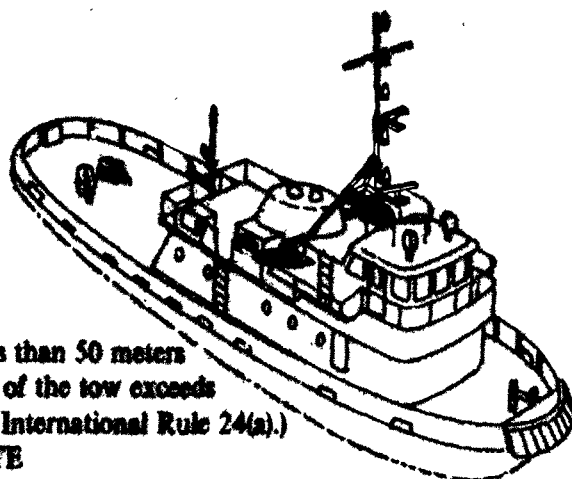


FIGURE 5.—Towing astern—towing vessel less than 50 meters in length; length of the tow exceeds 200 meters. (See International Rule 24(a).) Affected by NOTE

FIGURE 6.—
Towing astern—towing
vessel less than 50 meters in
length; length of the tow 200 meters
or less. (See International Rule 24(a).)
Affected by NOTE

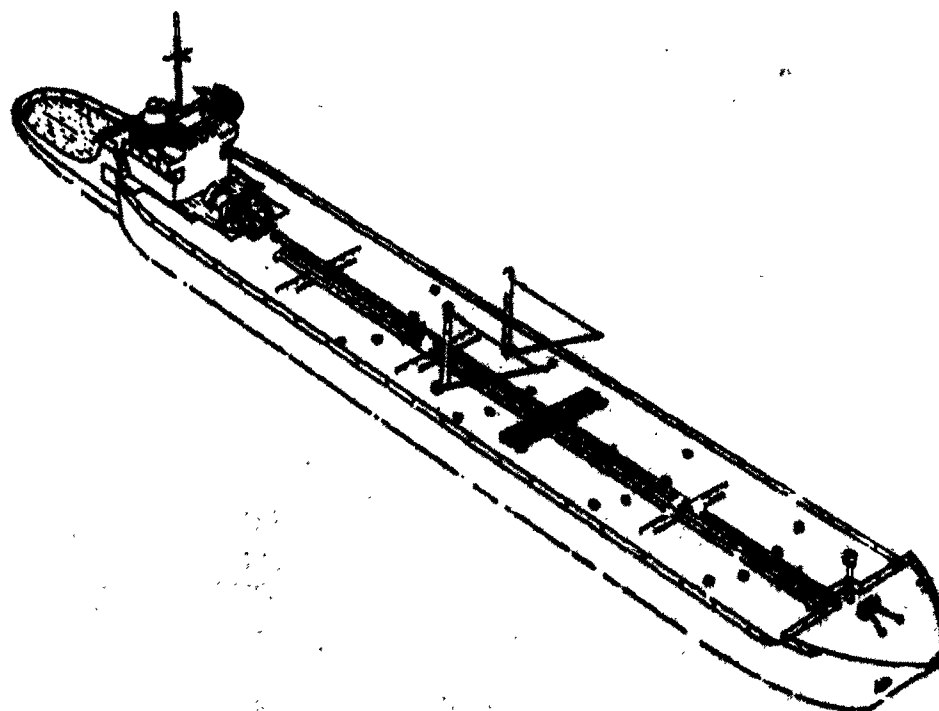
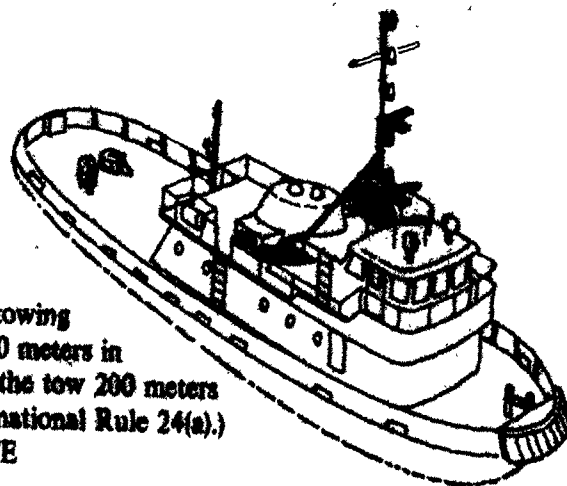


FIGURE 7.—Composite unit 50 meters or
more in length. (See International Rule 24(b).)
Affected by NOTE

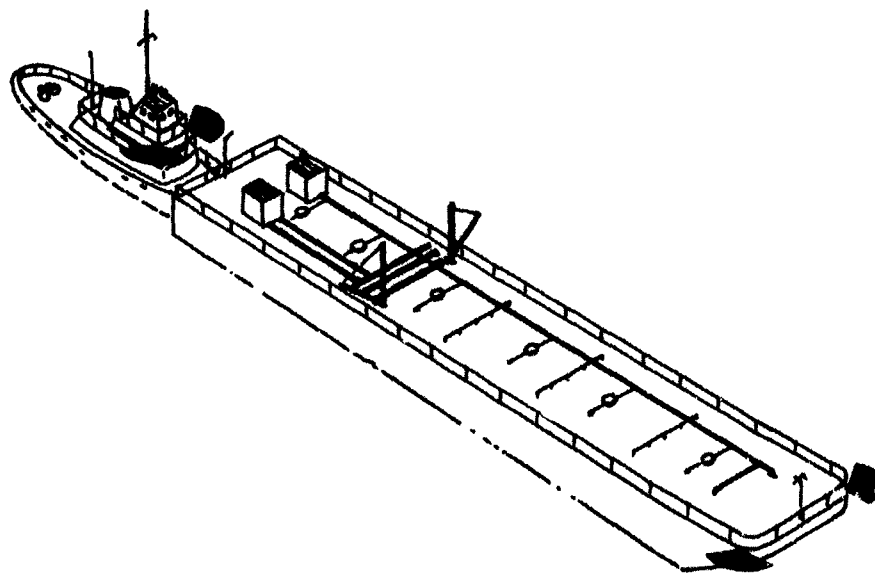


FIGURE 8.—Pushing ahead—
towing vessel less than 50 meters in length.
(See International Rule 24(c).)
Affected by NOTE

Vessel being pushed ahead,
but not part of composite unit.
(See International Rule 24(f)(i).)

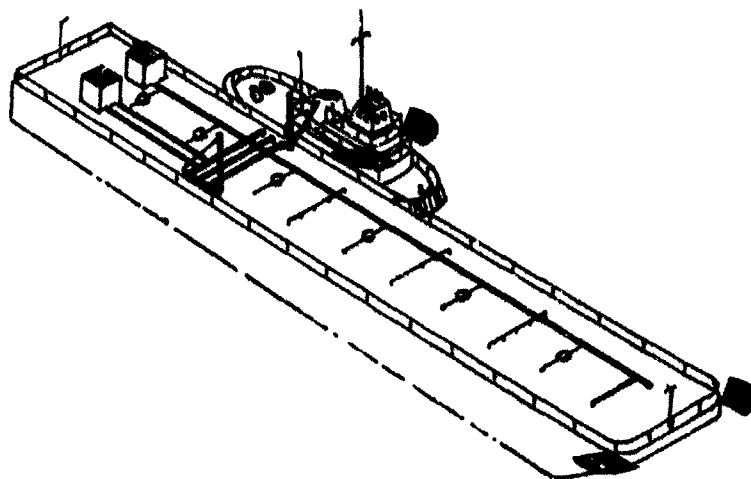


FIGURE 9.—Towing alongside—
towing vessel less than 50 meters in length.
(See International Rule 24(c).)
Affected by NOTE

Vessel being towed alongside.
(See International Rule 24(f)(ii).)

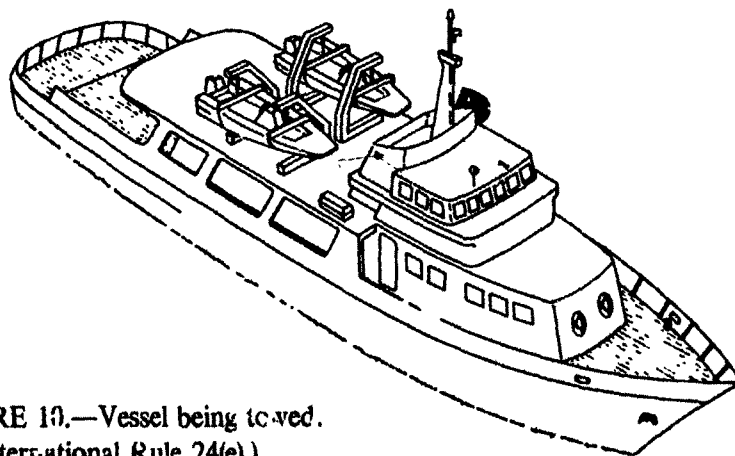


FIGURE 10.—Vessel being towed.
(See International Rule 24(e).)

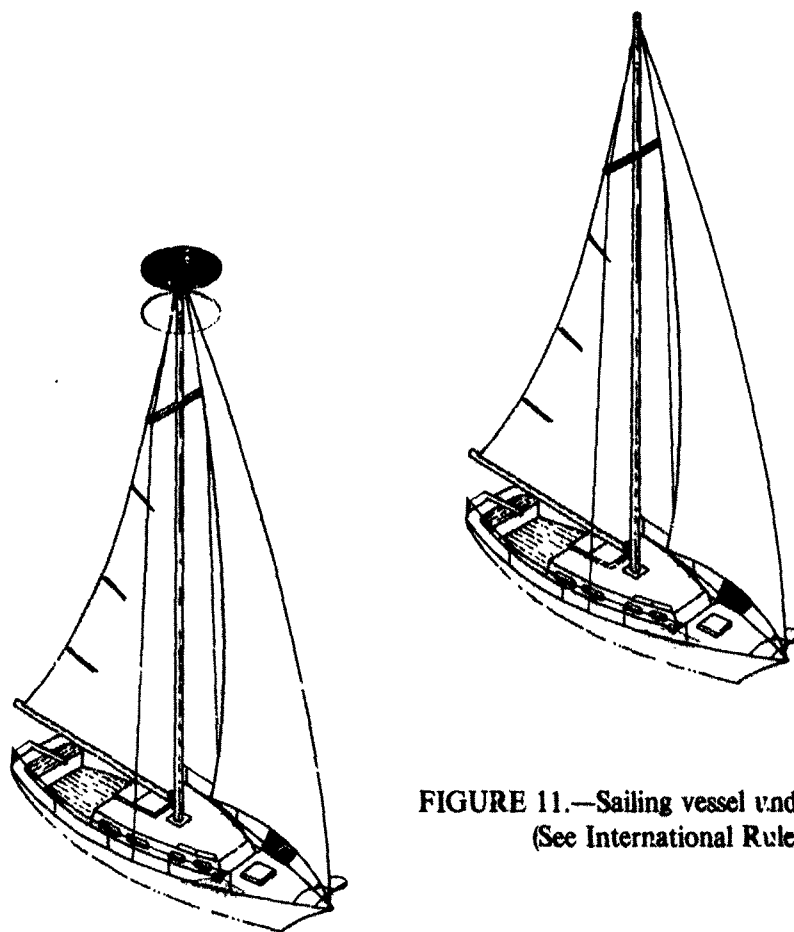


FIGURE 11.—Sailing vessel underway.
(See International Rule 25(a).)

FIGURE 12.—Sailing vessel underway
(optional). (See International Rule 25(c).)

FIGURE 13.—Sailing vessel underway—
less than 12 meters in length (optional).
(See International Rule 25(b).)

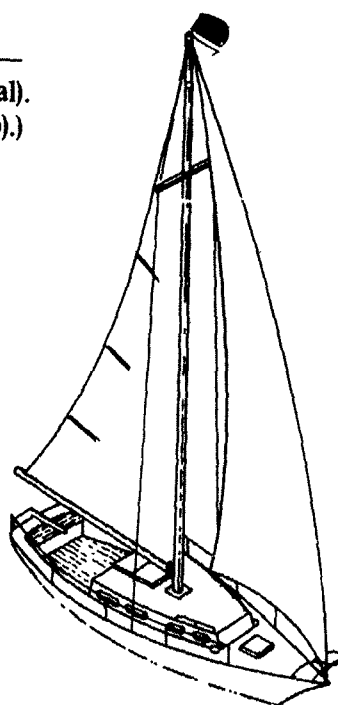
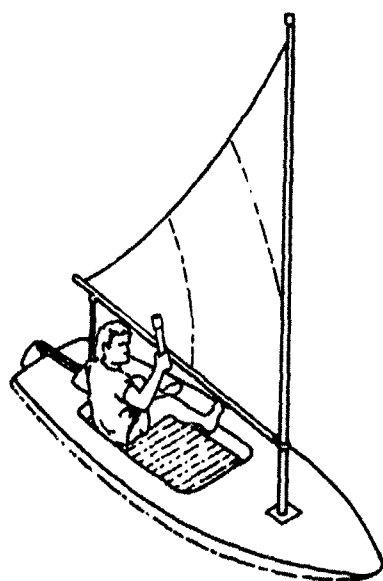


FIGURE 14.—Sailing vessel underway
less than 7 meters in length.
(See International Rule 25(d)(i).)

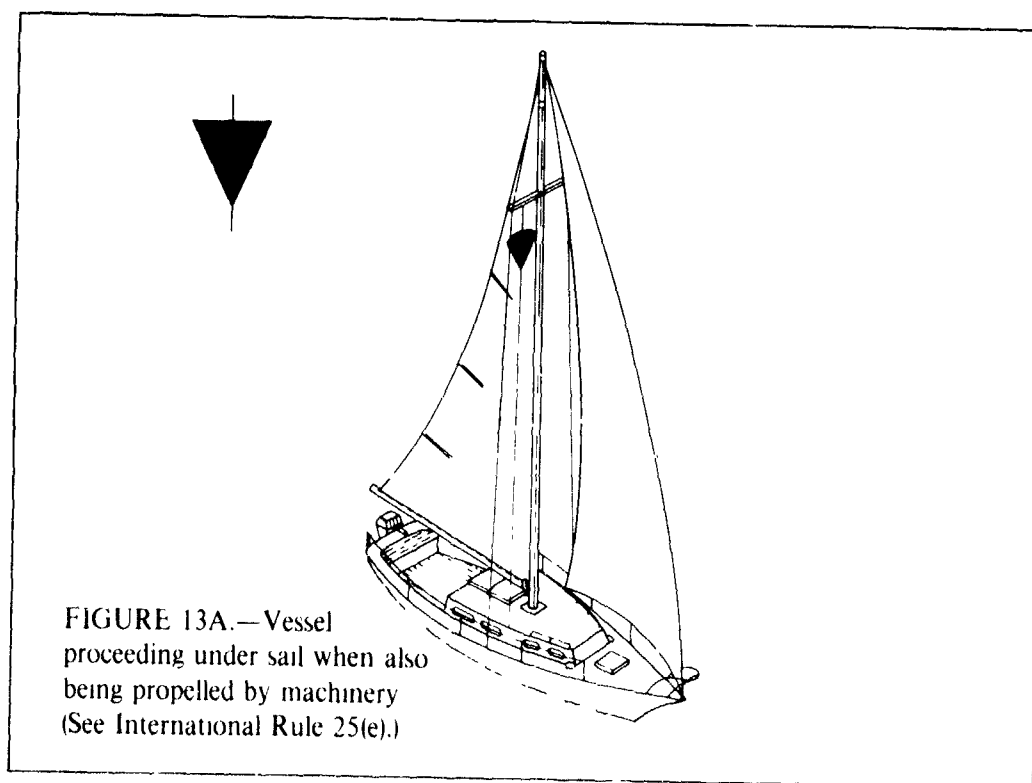


FIGURE 13A.—Vessel
proceeding under sail when also
being propelled by machinery
(See International Rule 25(e).)

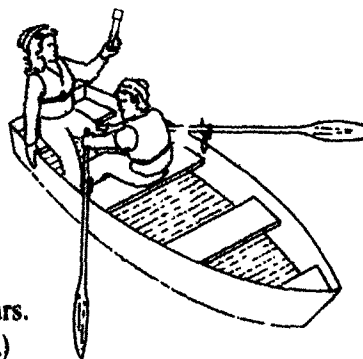
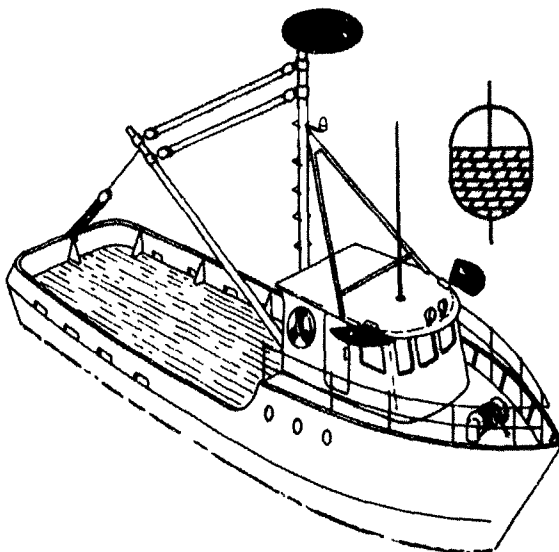
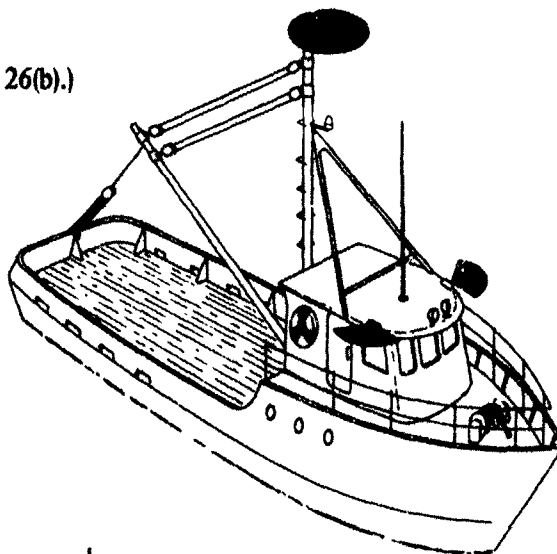


FIGURE 15.—Vessel under oars.
(See International Rule 25(d)(ii).)

FIGURE 16.—Vessel engaged in trawling. (See International Rule 26(b).)



FIGURES 16 & 17.—
Optional day shape for a vessel
of less than 20 meters in length.

FIGURE 17.—Vessel engaged in
fishing, other than trawling.
(See International Rule 26(c).)



When there is outlying gear extending more than 150 meters horizontally from the vessel, a vessel engaged in fishing, other than trawling, shall exhibit:

- a) an all round white light.
- b) a cone apex upwards in the direction of the gear.

LIGHTS AND SHAPES—INTERNATIONAL RULES

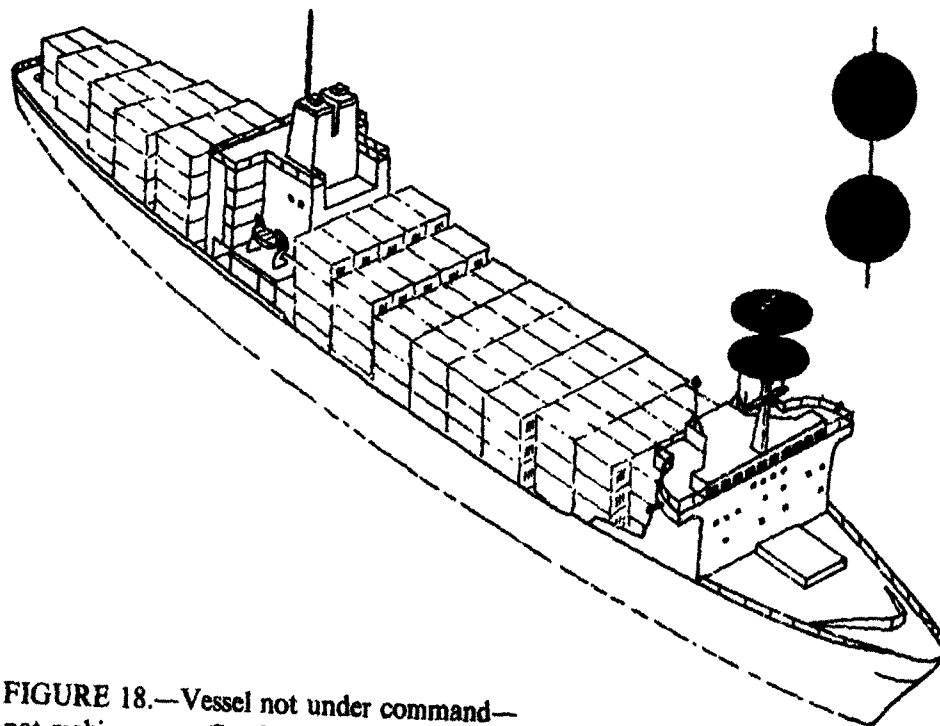


FIGURE 18.—Vessel not under command—
not making way. (See International Rule 27(a).)

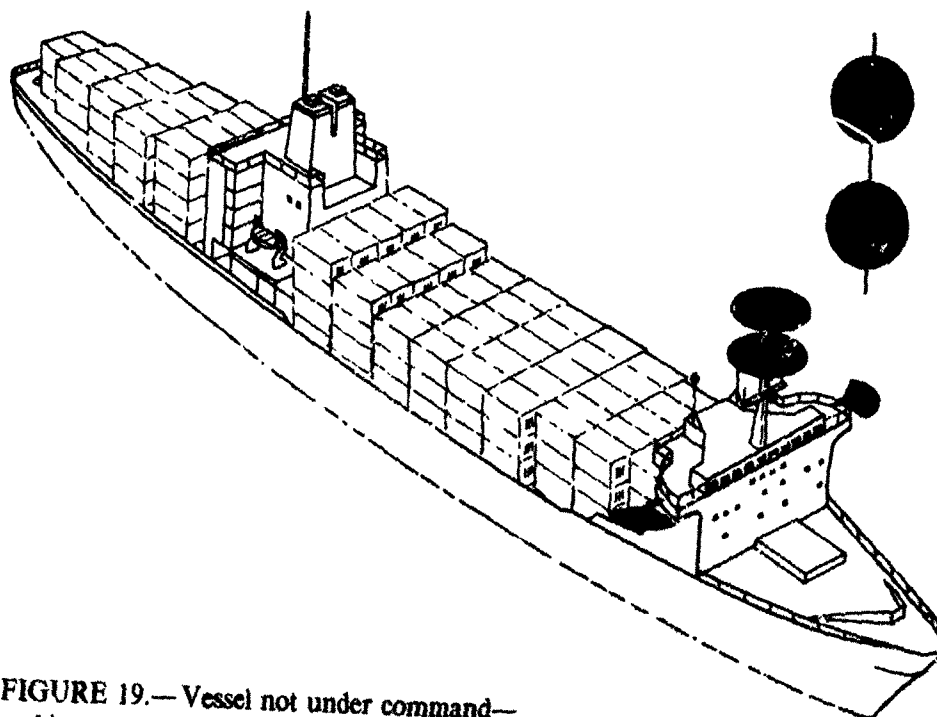


FIGURE 19.—Vessel not under command—
making way. (See International Rule 27(a).)

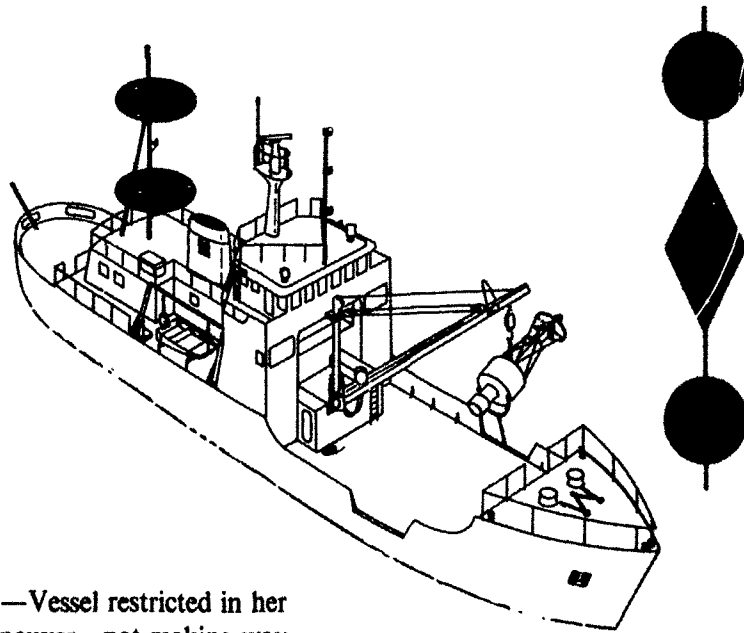


FIGURE 20.—Vessel restricted in her ability to maneuver—not making way.
(See International Rule 27(b).)

NOTICE: When at anchor the vessel in Figures 20 & 21 will also exhibit the light, lights, or shape prescribed in Rule 30 in addition to the above lights and shapes.

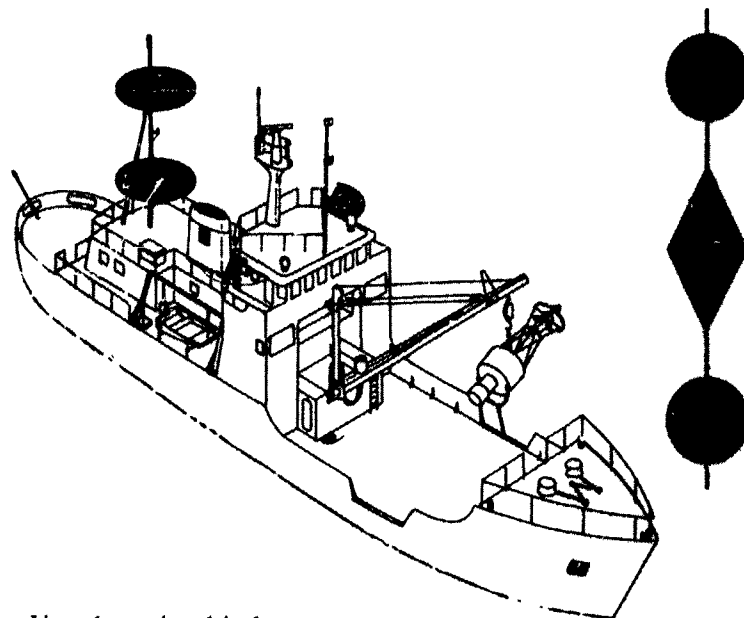


FIGURE 21.—Vessel restricted in her ability to maneuver—making way.
(See International Rule 27(b).)

Affected by NOTE

FIGURE 22.—Vessel towing—
unable to deviate from course—
length of tow does not exceed 200
meters. (See International Rule 27(c).)
Affected by NOTE

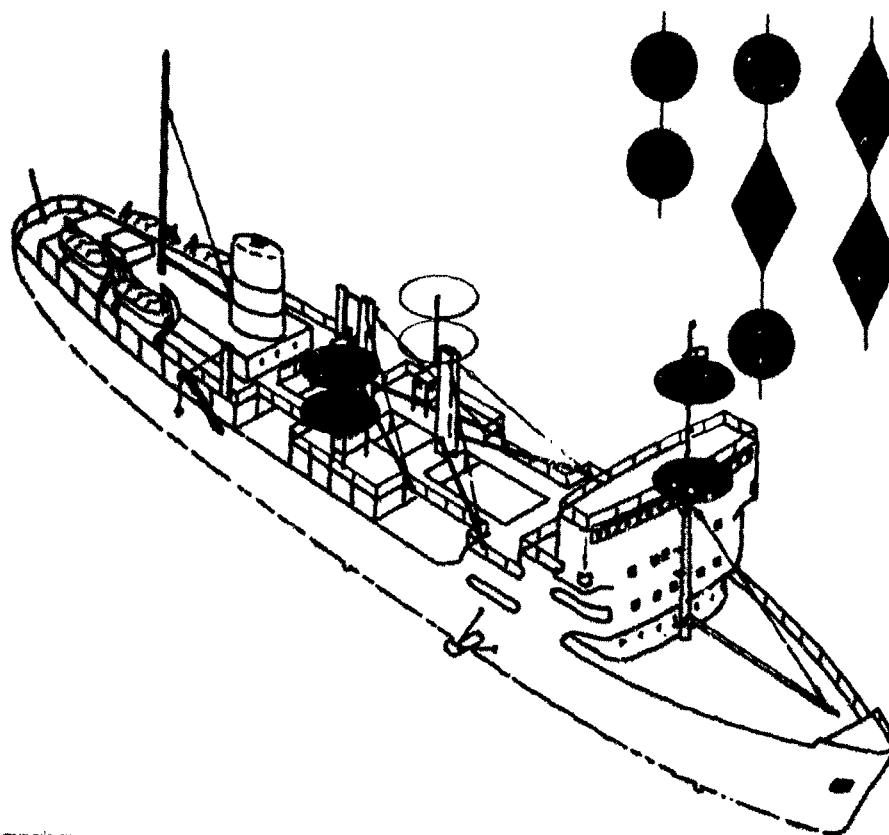
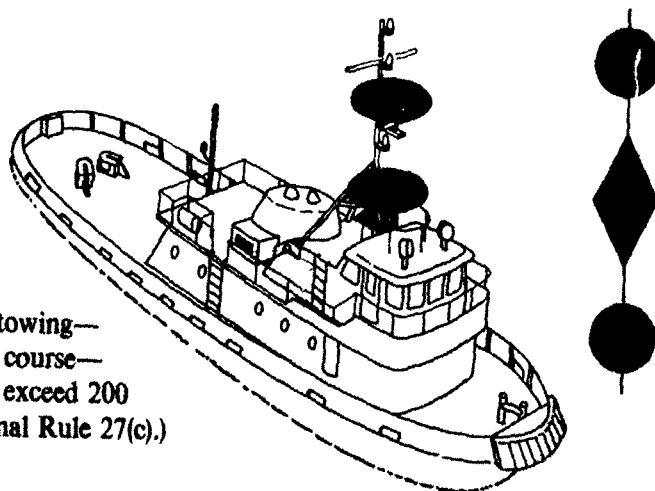


FIGURE 23.—Vessel engaged in dredging
or underwater operations when restricted in ability
to maneuver— not making way. In this illustration
the obstruction is on the starboard side; the port side is clear.
(See International Rule 27(d).)

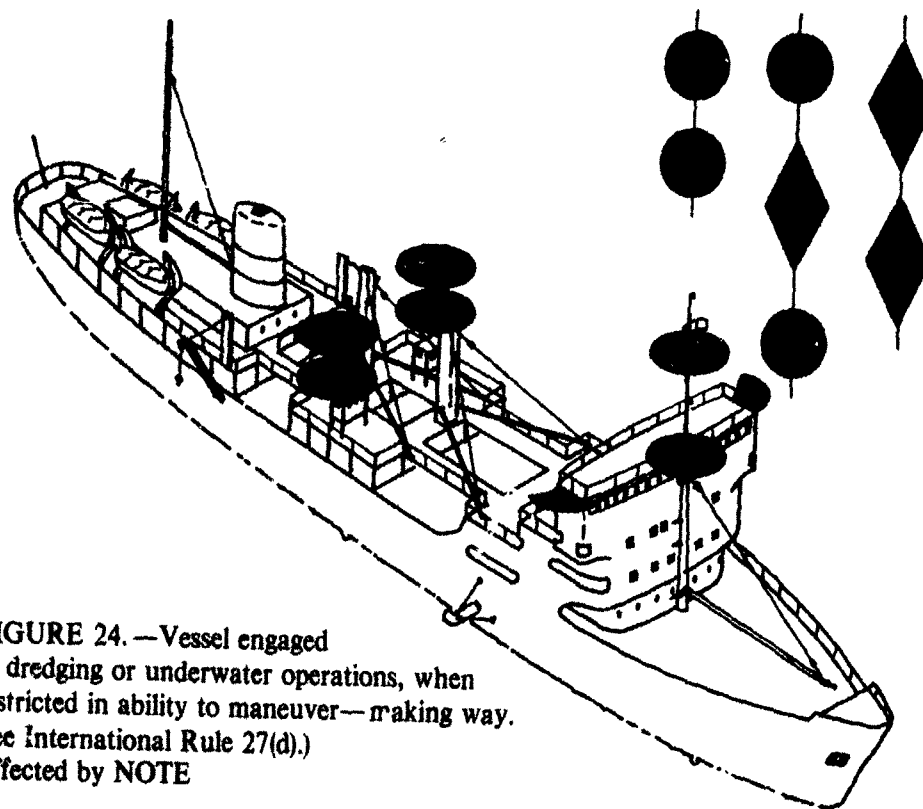


FIGURE 24.—Vessel engaged in dredging or underwater operations, when restricted in ability to maneuver—making way.
(See International Rule 27(d).)
Affected by NOTE

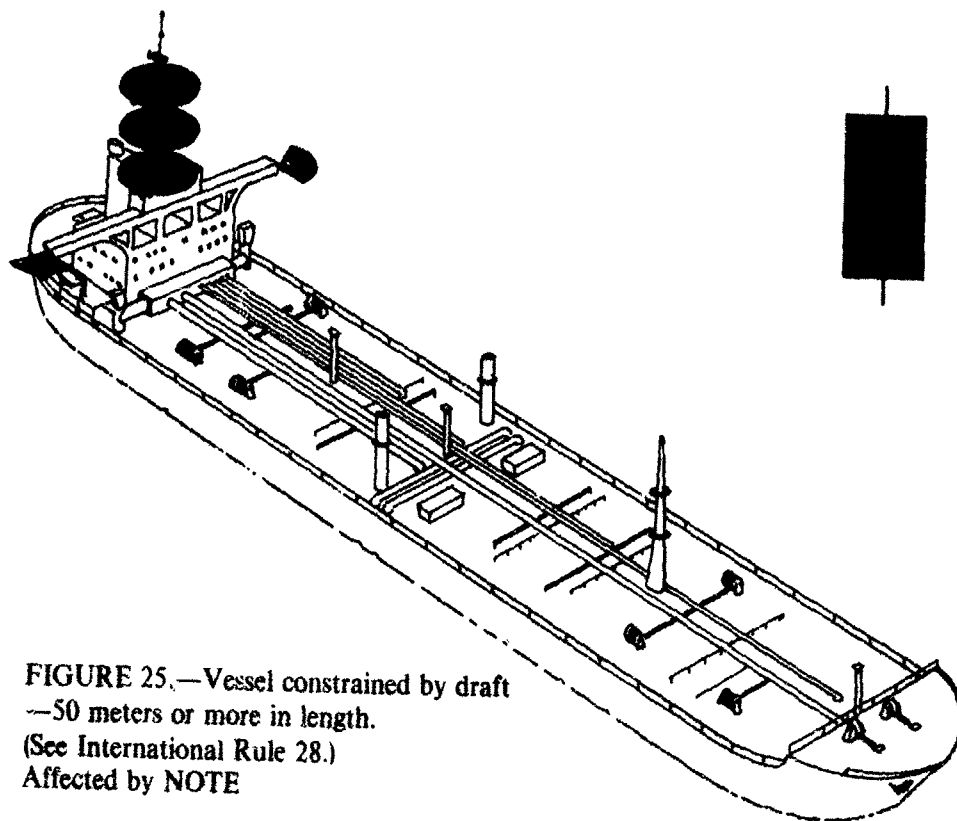


FIGURE 25.—Vessel constrained by draft—50 meters or more in length.
(See International Rule 28.)
Affected by NOTE

LIGHTS AND SHAPES—INTERNATIONAL RULES

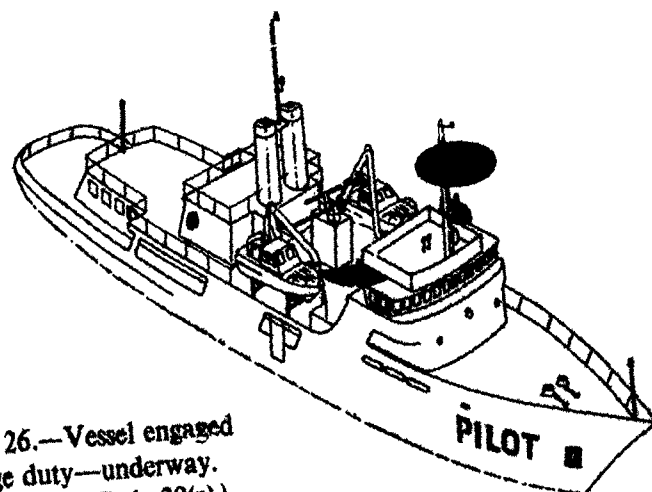


FIGURE 26.—Vessel engaged on pilotage duty—underway.
(See International Rule 29(a).)

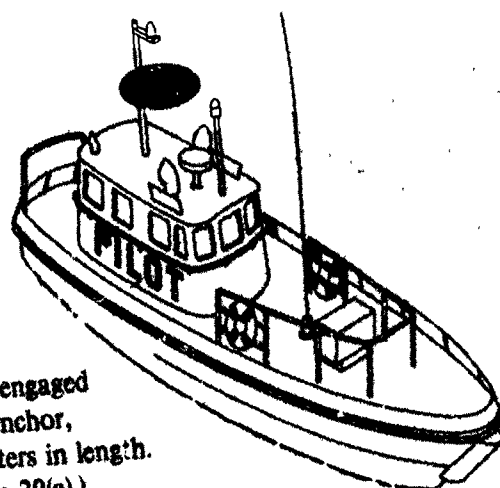


FIGURE 27.—Vessel engaged on pilotage duty—at anchor, vessel less than 50 meters in length.
(See International Rule 29(a).)

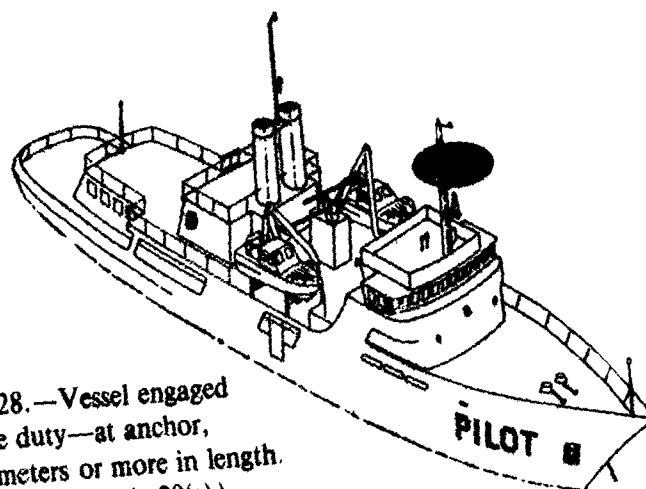


FIGURE 28.—Vessel engaged on pilotage duty—at anchor, vessel 50 meters or more in length.
(See International Rule 29(a).)

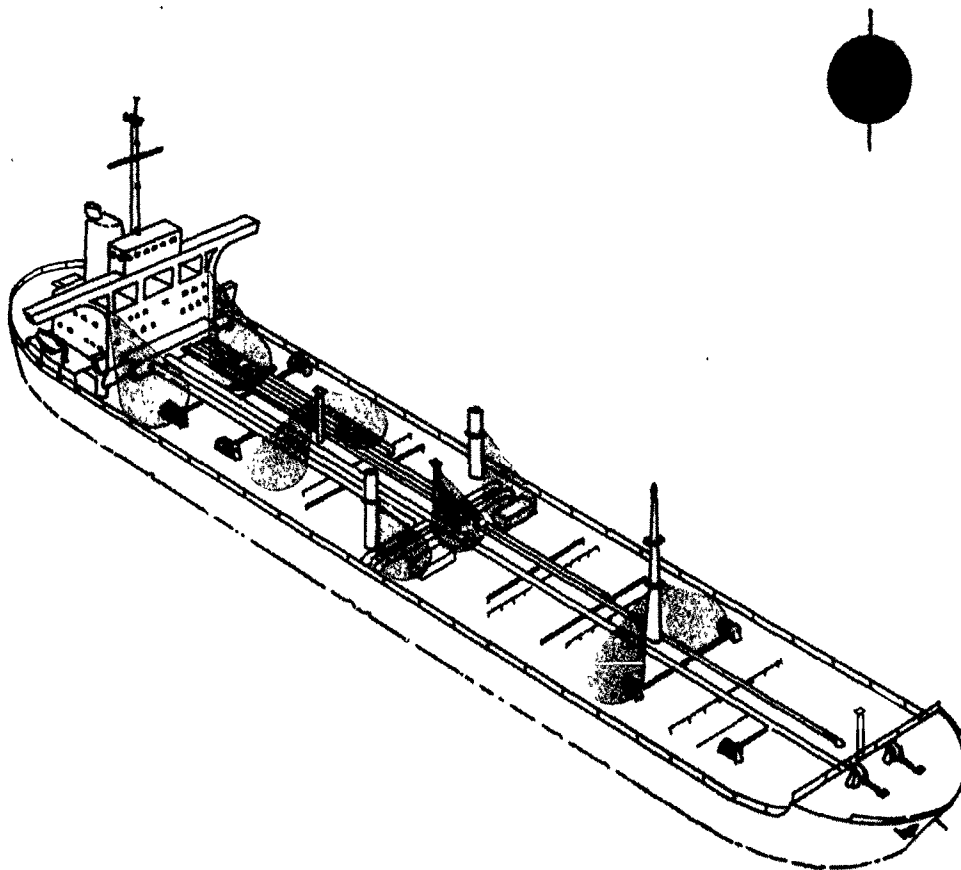


FIGURE 29.—Vessel at anchor—
100 meters or more in length, with deck illumination.
(See International Rule 30(a) and (c).)

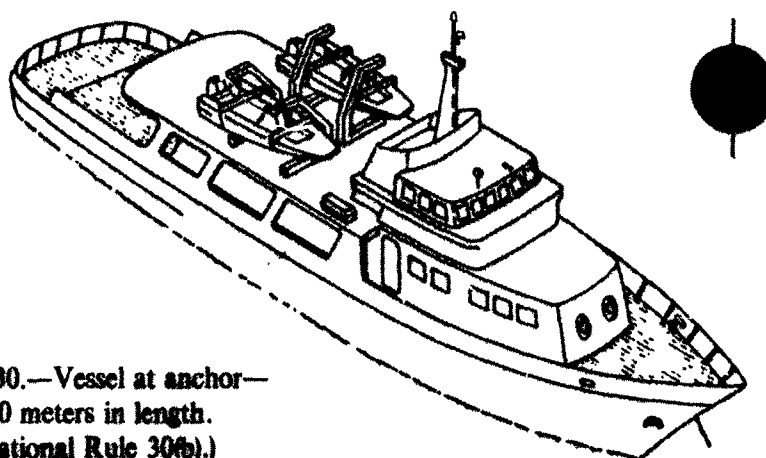


FIGURE 30.—Vessel at anchor—
less than 50 meters in length.
(See International Rule 30(b).)

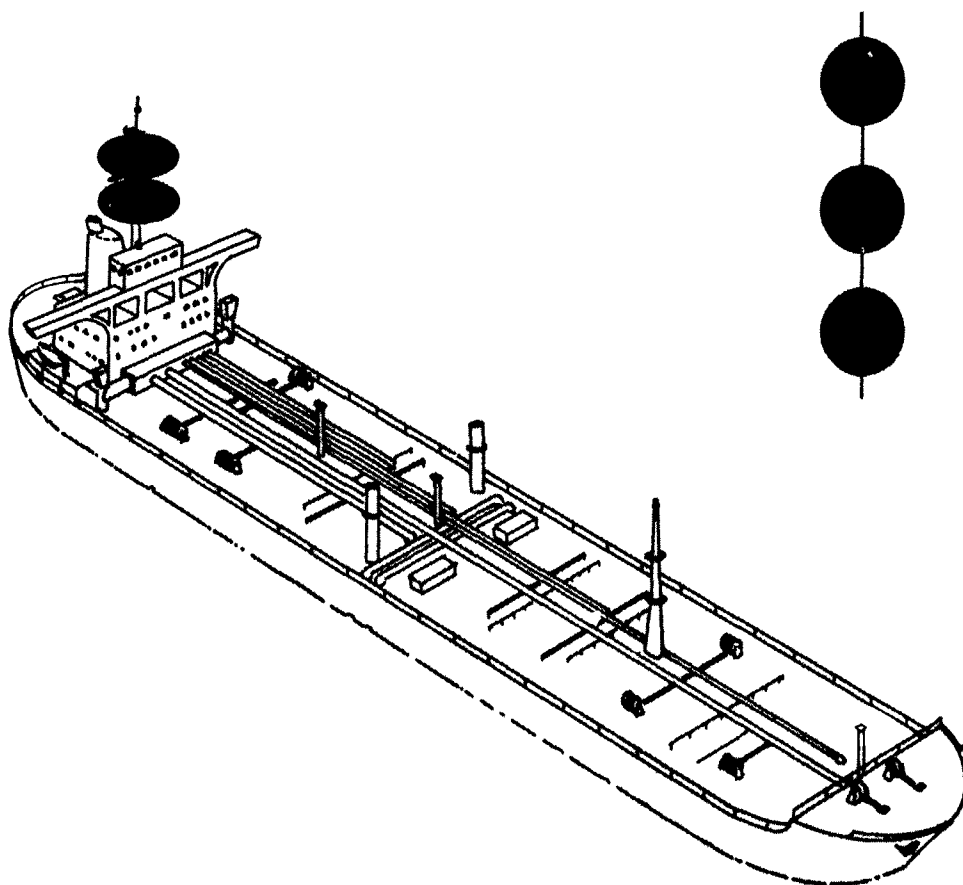


FIGURE 31.—Vessel aground.
(See International Rule 30(d).)

NOTE (Figures 1, 5, 6, 7, 8, 9, 21, 22, 24 & 25):

This vessel meets the masthead light requirements of Rule 23. A power-driven vessel underway shall exhibit a second masthead light abaft of and higher than the forward one. Vessels less than 50 meters in length may exhibit the second masthead light.

DISTRESS SIGNALS

72 COLREGS



RED STAR
SHELLS



FOG HORN
CONTINUOUS
SOUNDING



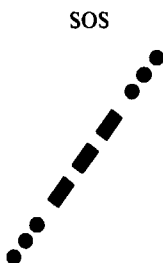
FLAMES ON
A VESSEL



GUN
FIRED AT
INTERVALS
OF 1 MIN

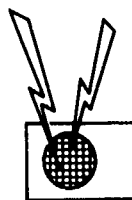


ORANGE
BACKGROUND
BLACK BALL
& SQUARE

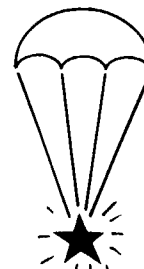


SOS

SOS



"MAYDAY"
BY RADIO



PARACHUTE
RED FLARE



DYE
MARKER
(ANY COLOR)



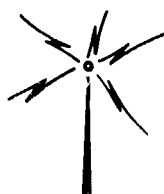
CODE FLAGS
NOVEMBER
CHARLIE



SQUARE FLAG
AND BALL



WAVE
ARMS



RADIO-
TELEGRAPH
ALARM



RADIO-
TELEPHONE
ALARM



POSITION
INDICATING
RADIO
BEACON



SMOKE

**IMPLEMENTATION OF THE CONVENTION ON THE
INTERNATIONAL REGULATIONS FOR PREVENTING
COLLISIONS AT SEA, 1972**

By virtue of the authority vested in me by the Constitution and statutes of the United States of America, including Section 301 of Title 3 of the United States Code, and as President of the United States of America and Commander-in-Chief of the Armed Forces, in order to provide for the coming into force on July 15, 1977, of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (Senate Executive W, 93d Cong., 1st Sess.), it is hereby ordered as follows:

SECTION 1. (a) With respect to vessels of special construction or purpose, the Secretary of the Navy, for vessels of the Navy, and the Secretary of the Department in which the Coast Guard is operating, for all other vessels, shall determine and certify, in accord with Rule I of the International Regulations for Preventing Collisions at Sea, 1972, hereinafter referred to as the International Regulations, as to which such vessels cannot comply fully with the provisions of any of the International Regulations with respect to the number, positions, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, without interfering with the special function of the vessel.

(b) With respect to vessels for which a certification is issued, the Secretary issuing the certification shall certify as to such other provisions which are the closest possible compliance by that vessel with the International Regulations.

(c) Notice of any certification issued shall be published in the **FEDERAL REGISTER**.

SEC. 2. The Secretary of the Navy is authorized to promulgate special rules with respect to additional station or signal lights or whistle signals for ships of war or vessels proceeding under convoy, and the Secretary of the Department in which the Coast Guard is operating is authorized, to the extent permitted by law, including the provisions of Title 14 of the United States Code, to promulgate special rules with respect to additional station or signal lights for

NAVIGATION RULES—INTERNATIONAL—INLAND

fishing vessels engaged in fishing as a fleet. In accord with Rule I of the International Regulations, the additional station or signal lights or whistle signals contained in the special rules shall be, as far as possible, such as they cannot be mistaken for any light or signal authorized by the International Regulations. Notice of such special rules for fishing vessels shall be published in the **FEDERAL REGISTER**.

SEC. 3. The Secretary of the Navy, for vessels of the Navy, and the Secretary of the Department in which the Coast Guard is operating, for all other vessels, are authorized to exempt, in accord with Rule 38 of the International Regulations, any vessel or class of vessels, the keel of which is laid, or which is at a corresponding stage of construction, before July 15, 1977, from full compliance with the International Regulations, provided that such vessel or class of vessels complies with the requirements of the International Regulations for Preventing Collisions at Sea, 1960. Notice of any exemption granted shall be published in the **FEDERAL REGISTER**.

SEC. 4. The Secretary of the Department in which the Coast Guard is operating is authorized, to the extent permitted by law, to promulgate such rules and regulations that are necessary to implement the provisions of the Convention and International Regulations. He shall cause to be published in the **FEDERAL REGISTER** any implementing regulations or interpretive rulings promulgated pursuant to this Order, and shall promptly publish in the **FEDERAL REGISTER** the full text of the International Regulations.

GERALD R. FORD

THE WHITE HOUSE,
January 19, 1977.

SPECIAL RULES

Distinctive Lights Authorized for Submarines

The Secretary of the Navy has authorized the display of a distinctive light by U.S. Naval submarines to be used when operating under either the International Rules or the Inland Rules (Part 707 of Title 32, Code of Federal Regulations). This light is exhibited in addition to the normal navigation lights.

Submarines with normal navigation lights may easily be mistaken for small vessels. Since submarines are large deep draft vessels with limited maneuvering characteristics while they are on the surface, it is necessary to provide them with an additional unique identification light.

U.S. Naval submarines are required to display either an amber (yellow) rotating light producing 90 flashes per minute or an intermittent flashing amber (yellow) beacon with a sequence of operation of one flash per second for three seconds followed by a three second off period. The requirement to display either signal will be in effect until the entry into force of the 72 COLREGS, at which time it will be amended to eliminate the authorization to display the 90 flash per minute light.

The amendment was not written at the time this publication went to press. It will appear in the **FEDERAL REGISTER** prior to its effective date of July 15, 1977. For specific wording, consult the latest amendments to 32 CFR 707.

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Implementation and Interpretation of the 72 COLREGS

ALTERNATIVE COMPLIANCE

33 CFR 87

Sec.	Sec.
87.1 Definitions.	87.18 Certification for Alternative Compliance: expiration.
87.5 Application for a Certification for Alternative Compliance.	87.17 Certification for Alternative Compliance: termination.
87.9 Certification for Alternative Compliance: contents.	

Appendix A Proclamation of January 19, 1977 and 72 COLREGS.

AUTHORITY: Convention on the International Regulations for Preventing Collisions at Sea, 1972 (as rectified); E. O. 11964; 49 CFR 1.46(b).

§ 87.1 Definitions.

As used in this part:

"72 COLREGS" refers to the International Regulations for Preventing Collisions at Sea, 1972, done at London, October 20, 1972, as rectified by the Proces-Verbal of December 1, 1973, accepted by the United States on November 23, 1976, and for which the date of entry into force is July 15, 1977.

"A vessel of special construction or purpose" means a vessel that cannot comply fully with the provisions of the 72 COLREGS with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, without interference with the special function of the vessel.

"Interference with the special function of the vessel" occurs when installation or use of lights, shapes, or sound-signalling appliances under the 72 COLREGS prevents or significantly hinders the operation in which the vessel is usually engaged.

§ 87.5 Application for a Certification for Alternative Compliance.

(a) The owner of a vessel who considers that his vessel may be a vessel of special construction or purpose may apply to the Coast Guard for that determination and for a Certification for Alternative Compliance for deviation from the 72 COLREGS. The application must be in writing, and be sent to Commandant (G-WLE/73), U.S. Coast Guard, Washington, D.C. 20590. The application must include:

- (1) The vessel owner's name, address, and telephone number.

NAVIGATION RULES—INTERNATIONAL—INLAND

- (2) Vessel identification, with one of the following:
 - (i) Official number.
 - (ii) Hull identification number.
 - (iii) State number, if the vessel does not have an official number or hull identification number.
- (3) Vessel name and home port.
- (4) A description of the vessel's area of operation.
- (5) A description of the provision for which the Certification for Alternative Compliance is sought, including—
 - (i) the 72 COLREGS Rule or Annex Section Number for which the Certification for Alternative Compliance is sought;
 - (ii) a description of the special function of the vessel that would be interfered with by full compliance with the provision of that Rule or Annex Section; and
 - (iii) a statement of how full compliance would interfere with the special function of the vessel.
- (6) The preferred alternative installation that would result in non-interference with the special function of the vessel and that would satisfy the closest possible compliance provision of Rule 1(e) of the 72 COLREGS.
- (7) If documented or to be documented, a certified copy of the vessel's plans that clearly show both the required installation and the preferred alternative installation of the equipment for which the Certification is being sought or the reason, in writing, why certified plans are not available.
- (8) If not documented or not to be documented, or if documented or to be documented and a certified copy of the vessel's plans are not available, an accurate scale drawing of the vessel showing both the required and preferred alternative installation.
- (b) The Coast Guard may request from the vessel's owner additional information concerning the application.

§ 87.9 Certification for Alternative Compliance: contents.

The Coast Guard issues the Certification for Alternative Compliance to the vessel when it determines that the vessel is a vessel of special construction or purpose. This Certification includes—

- (a) the vessel's official number, hull identification number, or state number, if the vessel does not have an official number or hull identification number;
- (b) the provision of the 72 COLREGS for which the Certification authorizes alternative compliance;
- (c) a certification that the vessel is of special construction or purpose because full compliance with the stated provision of the 72 COLREGS would create interference with the special function of the vessel;

IMPLEMENTATION, SPECIAL RULES AND REGULATIONS

- (d) a statement as to the manner in which full compliance would create interference with the special function of the vessel;
- (e) the required alternative installation;
- (f) a statement that the required alternative installation is the closest possible compliance by that vessel with the stated provision of the 72 COLREGS without interference with the special function of the vessel;
- (g) the date of issuance;
- (h) the expiration date; and
- (i) a statement that the Certification for Alternative Compliance terminates when the vessel ceases to be usually engaged in the operation for which the Certification is issued.

§ 87.13 Certification for Alternative Compliance: expiration.

- (a) The Certification for Alternative Compliance expires on June 30th of the calendar year 5 years after the date of issuance.
- (b) The owner of the vessel may request, in writing, a renewal of the Certification at least 90 days before the expiration date.

§ 87.17 Certification for Alternative Compliance: termination.

If there is a change in the operation in which the vessel is usually engaged, the Certification for Alternative Compliance terminates.

NOTE: The Coast Guard publishes a notice in the Federal Register for each Certification for Alternative Compliance issued.

Navigation Requirements for Certain Inland Waters

BOUNDARY LINES OF INLAND WATERS

33 CFR 82

Sec.

Sec.

GENERAL

PACIFIC COAST

- 82.1 General basis and purpose of boundary lines.
- 82.2 General rules for inland waters.

- 82.120 Strait of Juan de Fuca, Haro Strait, and Strait of Georgia.
- 82.122 Grays Harbor, Wash.

ATLANTIC COAST

- 82.5 All harbors on the coast of Maine, New Hampshire, and Massachusetts between West Quoddy Head, Maine, and Cape Ann Light, Mass.
- 82.10 Massachusetts Bay.
- 82.15 Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Block Island Sound, and easterly entrance to Long Island Sound.
- 82.20 New York Harbor.
- 82.25 Delaware Bay and tributaries.
- 82.30 Chesapeake Bay and tributaries.
- 82.35 Charleston Harbor.
- 82.40 Savannah Harbor.
- 82.45 St. Simons Sound, St. Andrew Sound, and Cumberland Sound.
- 82.50 St. Johns River, Fla.
- 82.55 Florida Reefs and Keys from Miami to Marquesas Keys.

- 82.125 Columbia River Entrance.
- 82.127 Crescent City Harbor.
- 82.129 Arcata—Humboldt Bay.
- 82.131 Bodega and Tomales Bays.
- 82.133 San Francisco Harbor.
- 82.135 Santa Cruz Harbor.
- 82.137 Moss Landing Harbor.
- 82.139 Monterey Harbor.
- 82.141 Estero—Morro Bay.
- 82.143 San Luis Obispo Bay.
- 82.144 Ventura Marina.
- 82.145 San Pedro Bay.
- 82.147 Santa Barbara Harbor.
- 82.149 Port Hueneme.
- 82.151 Marina del Rey.
- 82.153 Redondo Harbor.
- 82.155 Newport Bay.
- 82.157 San Diego Harbor.
- 82.159 Isthmus Cove (Santa Catalina Island).
- 82.161 Avalon Bay (Santa Catalina Island).

HAWAII

- 82.175 Mamala Bay.

GULF COAST

PUERTO RICO AND VIRGIN ISLANDS

- 82.60 Florida Keys from Marquesas to Cape Sable.
- 82.65 San Carlos Bay and tributaries.
- 82.70 Charlotte Harbor, Fla., and tributaries.
- 82.80 Tampa Bay and tributaries.
- 82.89 Apalachee Bay, Fla.
- 82.95 Mobile Bay, Ala., to Mississippi Passes, La.
- 82.100 Mississippi River.
- 82.103 Mississippi Passes, La., to Sabine Pass, Tex.
- 82.106 Sabine Pass, Tex., to Galveston, Tex.
- 82.111 Galveston, Tex., to Brazos River, Tex.
- 82.116 Brazos River, Tex., to the Rio Grande, Tex.

- 82.200 Bahia de San Juan.
- 82.205 Puerto Arecibo.
- 82.210 Bahia de Mayaguez.
- 82.215 Bahia de Guanica.
- 82.220 Bahia de Guayanilla—Bahia de Tallaboa.
- 82.225 Bahia de Ponce.
- 82.230 Bahia de Jobos.
- 82.235 St. Thomas Harbor, St. Thomas.
- 82.240 Christiansted Harbor, Island of St. Croix, Virgin Islands.
- 82.245 Sonda de Vieques.

ALASKA

- 82.275 Bays, sounds, straits, and inlets on the coast of southeastern Alaska between Cape Spencer Light and Sitklan Island.
- 82.280 Prince William Sound, Alaska.

AUTHORITY: The provisions of this Part 82 issued under sec. 2, 28 Stat. 672, as amended, sec. 6(b)(1), 80 Stat. 937; 33 U.S.C. 151, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b).

NAVIGATION RULES—INTERNATIONAL—INLAND

GENERAL

§ 82.1 General basis and purpose of boundary lines.

Under section 2 of the act of February 19, 1895, as amended (28 Stat. 672, 33 U.S.C. 151), the regulations in this part are prescribed to establish the lines dividing the high seas from rivers, harbors, and inland waters in accordance with the intent of the statute and to obtain its correct and uniform administration. The waters inshore of the lines described in this part are "inland waters," and upon them the Inland Rules and Pilot Rules made in pursuance thereof apply. The waters outside of the lines described in this part are the high seas and upon them the International Rules apply. The regulations in this part do not apply to the Great Lakes or their connecting and tributary waters.

§ 82.2 General rules for inland waters.

At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries for which specific lines are not described in this part, the waters inshore of a line approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids, are inland waters, and upon them the Inland Rules and Pilot Rules made in pursuance thereof apply, except that Pilot Rules for Western Rivers apply to the Red River of the North, the Mississippi River and its tributaries above Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway.

ATLANTIC COAST

§ 82.5 All harbors on the coast of Maine, New Hampshire, and Massachusetts between West Quoddy Head, Maine, and Cape Ann Light, Mass.

A line drawn from Sail Rock Lighted Whistle Buoy 1 to the southeasternmost extremity of Long Point, Maine, to the southeasternmost extremity of Western Head; thence to the southeasternmost extremity of Old Man; thence to the southernmost extremity of Double Shot Islands; thence to Libby Island Light; thence to Moose Peak Light; thence to the eastern extremity of Little Pond Head. A line drawn from the southern extremity of Pond Point, Great Wass Island, to the southernmost point of Crumple Island; thence to Petit Manan Light; thence to Mount Desert Light; thence to Matinicus Rock Light; thence to Monhegan Island Light; thence to Seguin Light; thence to Portland Lightship; thence to Boon Island Light; thence to Cape Ann Lighted Whistle Buoy 2.

BOUNDARY LINES OF INLAND WATERS

§ 82.10 Massachusetts Bay.

A line drawn from Cape Ann Lighted Whistle Buoy 2 to Boston Lightship; thence to Cape Cod Light.

§ 82.15 Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Block Island Sound, and easterly entrance to Long Island Sound.

(a) A line drawn from Chatham Light to Pollock Rip Lighted Horn Buoy "PR"; thence to Great Round Shoal Channel Entrance Lighted Whistle Buoy "GRS"; thence to Sankaty Head Light.

(b) A line drawn from the westernmost extremity of Smith Point, Esther Island, to No Mans Land Lighted Whistle Buoy 2; thence to Gay Head Light; thence to Block Island Southeast Light; thence to Montauk Point Light on the easterly end of Long Island, NY.

§ 82.20 New York Harbor.

A line drawn from East Rockaway Inlet Breakwater Light to Ambrose Light; thence to Highlands Light (north tower).

§ 82.25 Delaware Bay and tributaries.

A line drawn from Cape May Inlet East Jetty Light to Cape May Harbor Inlet Lighted Bell Buoy 2CM; thence to South Shoal Lighted Bell Buoy 4; thence to the northernmost extremity of Cape Henlopen.

§ 82.30 Chesapeake Bay and tributaries.

A line drawn from Cape Henry Light to Cape Henry Buoy 1; thence to Chesapeake Bay Entrance Lighted Bell Buoy CBC; thence to North Chesapeake Entrance Lighted Gong Buoy NCD; thence to Cape Charles Light.

§ 82.35 Charleston Harbor.

A line drawn from Charleston Light on Sullivans Island to Charleston Lighted Whistle Buoy 2C; thence to Folly Island loran tower.

§ 82.40 Savannah Harbor.

A line drawn from the southwesternmost extremity of Braddock Point to Tybee Lighted Whistle Buoy T; thence to the southernmost point of Savannah Beach, bearing approximately 278° true.

§ 82.45 St. Simons Sound, St. Andrew Sound, and Cumberland Sound.

A line drawn from the tower located 1,700 yards, bearing 068° true from St. Simons Light to St. Simons Lighted Whistle Buoy St. S; thence to St. Andrew Sound Outer Entrance Buoy; thence to St. Marys Entrance Lighted Whistle Buoy STM; thence to Amelia Island Light.

NAVIGATION RULES—INTERNATIONAL—INLAND

§ 82.50 St. Johns River, Fla.

A line drawn from the east end of the north jetty to the east end of the south jetty.

§ 82.55 Florida Reefs and Keys from Miami to Marquesas Keys.

A line drawn from the east end of the north jetty at the entrance to Miami harbor, to Miami Lighted Whistle Buoy M; thence to Fowey Rocks Light; thence to Pacific Reef Light; thence to Carysfort Reef Light; thence to Molasses Reef Light; thence to Alligator Reef Light; thence to Tennessee Reef Light; thence to Sombrero Key Light; thence to American Shoal Light; thence to Key West Entrance Lighted Whistle Buoy; thence to Sand Key Light; thence to Cosgrove Shoal Light; thence to the westernmost extremity of Marquesas Keys.

GULF COAST

§ 82.60 Florida Keys from Marquesas to Cape Sable.

A line drawn from the northwesternmost extremity of Marquesas Keys to Northwest Channel Entrance Lighted Bell Buoy 1; thence to the southernmost extremity of East Cape, Cape Sable.

§ 82.65 San Carlos Bay and tributaries.

A line drawn from the northwesternmost point of Estero Island to San Carlos Bay Light 2; thence to San Carlos Bay Light 1; thence to Sanibel Island Light.

§ 82.70 Charlotte Harbor, Fla., and tributaries.

Eastward of Charlotte Harbor Entrance Lighted Bell Buoy off Boca Grande.

§ 82.80 Tampa Bay and tributaries.

A line drawn from the southernmost extremity of Long Key, Fla., to Tampa Bay Lighted Whistle Buoy; thence to Southwest Channel Entrance Lighted Bell Buoy 1; thence to the shore on the northwest side of Anna Maria Key, bearing 109° true.

§ 82.89 Apalachee Bay, Fla.

Those waters lying north of a line drawn from Lighthouse Point on St. James Island to Gamble Point on the east side of the entrance to the Aucilla River, Fla.

§ 82.95 Mobile Bay, Ala., to Mississippi Passes, La.

Starting from a point which is located 1 mile, 90° true, from Mobile Point Light, a line drawn to Mobile Entrance Lighted Whistle Buoy 1; thence to Ship Island Light; thence to Chandeleur Light; thence in a curved line following the general trend of the seaward, highwater shorelines of the Chandeleur Islands to the south-

BOUNDARY LINES OF INLAND WATERS

westernmost extremity of Errol Shoal ($29^{\circ}35.8'N.$ latitude, $89^{\circ}00.8'W.$ longitude); thence to a point 5.1 miles 107° true, from Pass a Loutre Abandoned Lighthouse.

§ 82.100 Mississippi River.

The Pilot Rules for Western Rivers are to be followed in the Mississippi River and its tributaries above the Huey P. Long Bridge.

§ 82.103 Mississippi Passes, La., to Sabine Pass, Tex.

A line drawn from a point 5.1 miles, 107° true, from Pass a Loutre Abandoned Lighthouse to South Pass Lighted Whistle Buoy 2; thence to Southwest Pass Entrance Midchannel Lighted Whistle Buoy; thence to Ship Shoal Daybeacon; thence to Calcasieu Channel Lighted Whistle Buoy 20; thence to Sabine Bank Channel Lighted Bell Buoy 12.

§ 82.106 Sabine Pass, Tex., to Galveston, Tex.

A line drawn from Sabine Bank Channel Lighted Bell Buoy 12 to Galveston Bay Entrance Channel Lighted Whistle Buoy 1.

§ 82.111 Galveston, Tex., to Brazos River, Tex.

A line drawn from Galveston Bay Entrance Channel Lighted Whistle Buoy 1 to Freeport Entrance Lighted Whistle Buoy 1.

§ 82.116 Brazos River, Tex., to the Rio Grande, Tex.

A line drawn from Freeport Entrance Lighted Whistle Buoy 1 to a point 4,350 yards, 118° true, from Matagorda Light; thence to Aransas Pass Lighted Whistle Buoy AP; thence to a position 10.5 miles, 90° true, from the north end of Lopeno Island ($27^{\circ}00.1'N.$ latitude, $97^{\circ}15.5'W.$ longitude); thence to Brazos Santiago Entrance Lighted Whistle Buoy 1.

PACIFIC COAST

§ 82.120 Strait of Juan de Fuca, Haro Strait, and Strait of Georgia.

(a) A line drawn from the northernmost point of Angeles Point to Hein Bank Lighted Bell Buoy; thence to Salmon Bank Lighted Gong Buoy 3; thence to Cattle Point Light on San Juan Island.

(b) A line drawn from Lime Kiln Light to Kellett Bluff Light on Henry Island, thence to Turn Point Light on Stuart Island; thence to Skipjack Island Light; thence to Clements Reef Buoy 2; thence to Alden Bank Lighted Gong Buoy A; thence due north to a point on the United States-Canada boundary at latitude $49^{\circ}00'-08''N.$, longitude $122^{\circ}52'32''W.$

§ 82.122 Grays Harbor, Wash.

A line drawn from Grays Harbor Bar Range Rear Light to Grays Harbor Entrance Lighted Whistle Buoy 3; thence to Grays Harbor Entrance Lighted Whistle Buoy 2; thence to Grays Harbor Light.

NAVIGATION RULES—INTERNATIONAL—INLAND

§ 81.125 Columbia River Entrance.

A line drawn from the west end of the north jetty (above water) to Columbia River South Jetty Bell Buoy 2SJ.

§ 82.127 Crescent City Harbor.

A line drawn from Crescent City Outer Breakwater to the highest point in the center of Whaler Island.

§ 82.129 Arcata—Humboldt Bay.

A line drawn from the outer end of Humboldt Bay North Jetty to the outer end of Humboldt Bay South Jetty.

§ 82.131 Bodega and Tomales Bays.

A line drawn from the northwestern tip of Tomales Point to Tomales Point Lighted Horn Buoy 2; thence to Bodega Harbor Approach Lighted Gong Buoy BA; thence to the southernmost extremity of Bodega Head.

§ 82.133 San Francisco Harbor.

A straight line from Point Bonita Light drawn through Mile Rocks Light to the shore.

§ 82.135 Santa Cruz Harbor.

A line drawn from Santa Cruz Light to the southernmost projection of Soquel Point.

§ 82.137 Moss Landing Harbor.

A line drawn from the west end of Moss Landing Harbor North Breakwater to the west end of the pier located 0.3 mile to the south of Moss Landing Harbor North Breakwater.

§ 82.139 Monterey Harbor.

A line drawn from Monterey Harbor Breakwater Light to Monterey Harbor Anchorage Buoy B; thence to Monterey Harbor Anchorage Buoy A; thence to the north end of Monterey Municipal Wharf 2.

§ 82.141 Estero—Morro Bay.

A line drawn from the outer end of Morro Bay Entrance East Breakwater to Morro Bay Entrance Lighted Bell Buoy 1; thence to Morro Bay West Breakwater Light.

§ 82.143 San Luis Obispo Bay.

A line drawn from the outer end of Whaler Island Breakwater to the southernmost tip of Fossil Point.

BOUNDARY LINES OF INLAND WATERS

§ 82.144 Ventura Marina.

(a) A line drawn from the south end of the detached breakwater to Ventura Marina Light 4.

(b) A line drawn 080° true from the north end of the detached breakwater to shore.

§ 82.145 San Pedro Bay.

A line drawn from Los Angeles Light to Los Angeles Main Channel Entrance Light 2; a line drawn from Long Beach Light to Long Beach Channel Entrance Light 2; a line drawn from Long Beach Breakwater East End Light to Anaheim Bay West Jetty Light 5; thence to Anaheim Bay East Jetty Light 6.

§ 82.147 Santa Barbara Harbor.

A line drawn from Stearns Wharf Light 4 to Santa Barbara Harbor Lighted Bell Buoy 1; thence to Santa Barbara Harbor Breakwater Light.

§ 82.149 Port Hueneme.

A line drawn from Port Hueneme West Jetty Light 1 to the southwest end of Port Hueneme East Jetty.

§ 82.151 Marina del Rey.

A line from Marina del Rey Detached Breakwater Light 1 to shore, in the direction 060° true; a line from Marina del Rey Detached Breakwater North Light 2 to shore, in the direction 060° true.

§ 82.153 Redondo Harbor.

A line drawn from Redondo Beach East Jetty Light 2 to Redondo Beach West Jetty Light 3.

§ 82.155 Newport Bay.

A line drawn from Newport Bay East Jetty Light 4 to Newport Bay West Jetty Light 3.

§ 82.157 San Diego Harbor.

A line drawn from the southerly tower of the Coronado Hotel to San Diego Channel Lighted Bell Buoy 5; thence to Point Loma Light.

§ 82.159 Isthmus Cove (Santa Catalina Island).

A line drawn from the northernmost point of Lion Head to the north tangent of Bird Rock Island; thence to the northernmost point of Blue Cavern Point.

§ 82.161 Avalon Bay (Santa Catalina Island).

A line drawn from White Rock to the northernmost point of Abalone Point.

NAVIGATION RULES—INTERNATIONAL—INLAND

HAWAII

§ 82.175 Mamala Bay.

A line drawn from Barbers Point Light to Diamond Head Light.

PUERTO RICO AND VIRGIN ISLANDS

§ 82.200 Bahía de San Juan.

A line drawn from the northwesternmost extremity of Punta del Moro to Puerto San Juan Lighted Buoy 1; thence to Puerto San Juan Lighted Buoy 2; thence to the northernmost extremity of Isla de Cabras.

§ 82.205 Puerto Arecibo.

A line drawn from the westernmost extremity of the breakwater through Puerto Arecibo Buoy 1; thence through Puerto Arecibo Buoy 2; thence to shore in line with the Church tower in Arecibo.

§ 82.210 Bahía de Mayaguez.

A line drawn from the southernmost extremity of Punta Algarrobo to Bahía de Mayaguez Entrance Lighted Buoy 3; thence to Bahía de Mayaguez Entrance Lighted Buoy 4; thence to the northwesternmost extremity of Punta Guanajibo.

§ 82.215 Bahía de Guanica.

A line drawn from the easternmost extremity of Punta Brea through Bahía de Guanica Lighted Buoy 3; thence to the westernmost extremity of Punta Jacinto.

§ 82.220 Bahía de Guayanilla—Bahía de Tallaboa.

A line drawn from the southernmost tip of Punta Ventana to Bahía de Guayanilla Entrance Lighted Buoy 1; thence to Bahía de Tallaboa Lighted Buoy 1; thence 050° true through the southeastern tip of Cayo Parguera to the shoreline.

§ 82.225 Bahía de Ponce.

A line drawn from the southeasternmost extremity of Punta Cuchara through Bahía de Ponce Lighted Buoy 1; thence to Bahía de Ponce Lighted Buoy 2; thence to the southwesternmost extremity of Punta Cabullon.

§ 82.230 Bahía de Jobos.

A line drawn from Punta Acenas through Bahía de Jobos Light; thence to Bahía de Jobos Entrance Lighted Buoy 2; thence to the southernmost extremity of Cayo Morcillo; thence to the southernmost extremity of Cayos de Pajaros.

BOUNDARY LINES OF INLAND WATERS

§ 82.235 St. Thomas Harbor, St. Thomas.

A line drawn from the southernmost extremity of Red Point through West Gregerie Channel Buoy 1; thence to West Gregerie Channel Lighted Buoy 2; thence to the southernmost extremity of Flamingo Point; thence to St. Thomas Harbor Entrance Lighted Buoy 2; thence to the Green Cay.

§ 82.240 Christiansted Harbor, Island of St. Croix, Virgin Islands.

A line drawn from Shoy Point to Christiansted Harbor Channel Lighted Buoy 1; thence to stack at Little Princess northwestward of leper settlement.

§ 82.245 Senda de Vieques.

A line drawn from the easternmost extremity of Punta Yeguas, Puerto Rico, to a point 1 mile due south of Puerto Ferro Light; thence eastward in a straight line to a point 1 mile southeast of Punta Este Light, Isla de Vieques; thence in a straight line to the easternmost extremity of Punta del Este, Isla Culebrita. A line from the northernmost extremity of Cayo Norte to Piedra Stevens Lighted Buoy 1; thence to Las Cucarachas Light; thence to Cabo San Juan Light.

ALASKA

§ 82.275 Bays, sounds, straits and inlets on the coast of southeastern Alaska between Cape Spencer Light and Sitklan Island.

A line drawn from Cape Spencer Light due south to a point of intersection which is due west of the southernmost extremity of Cape Cross; thence to Cape Edgecumbe Light; thence through Cape Bartolome Light and extended to a point of intersection which is due west of Cape Muzon Light; thence due east to Cape Muzon Light; thence to a point which is 1 mile, 180° true, from Cape Chacon Light; thence to Barren Island Light; thence to Lord Rock Light; thence to the southernmost extremity of Garnet Point, Kanagunut Island, thence to the southeasternmost extremity of Island Point, Sitklan Island. A line drawn from the northeasternmost extremity of Point Mansfield, Sitklan Island, 040° true, to where it intersects the mainland.

§ 82.280 Prince William Sound, Alaska.

(a) *Hawkins Island Cutoff*: A line drawn from Point Whitshed on the Alaska Mainland at position 60°26.7'N, 145°52.7'W west-southwesterly to Point Bentinck aero-beacon on Hinchinbrook Island.

(b) *Hinchinbrook Entrance*: A line drawn from Cape Hinchinbrook Light northwesterly to Schooner Rock Light.

(c) *Montague Strait*: A line drawn from a point on the western end of Montague Island at position 59°50.2'N, 147°54.5'W northwesterly to Point Elrington Light on Elrington Island thence due west to the Alaska Mainland at Cape Puget.

NAVIGATION RULES FOR HARBORS, RIVERS, AND INLAND WATERS GENERALLY

INLAND RULES

The statutory rules for the navigation of rivers, harbors, and inland waters of the United States presently in effect are presented here (Sec. 1, 30 Stat. 96, as amended, 49 Stat. 669, as amended, 77 Stat. 281; 33 U.S.C. 154, et seq., 232, 157a). The Inland Rules do not apply to the Great Lakes and their connecting and tributary waters as far east as Montreal and the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of its tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

PRELIMINARY

DEMARCATON OF HIGH SEAS LINES (33 U.S.C. 151)

The Commandant of the Coast Guard is authorized, empowered, and directed from time to time to designate and define by suitable bearings or ranges with lighthouses, light vessels, buoys, or coast objects, the lines dividing the high seas from rivers, harbors, and inland waters.

(See Title 33, Code of Federal Regulations, Part 82.)

ADOPTION OF RULES FOR NAVIGATION OF HARBORS, RIVERS, AND INLAND WATERS (33 U.S.C. 154)

The following regulations for preventing collisions shall be followed by all vessels upon the harbors, rivers, and other inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal, and the waters of the Mississippi River between its source and the Huey P. Long Bridge, and all of its tributaries emptying thereinto and their tributaries and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North; and are declared special rules duly made by local authority.

NAVIGATION RULES—INTERNATIONAL—INLAND

AUTHORITY FOR PILOT RULES (33 U.S.C. 157)

(a) The Secretary of the Department in which the Coast Guard is operating shall establish such rules to be observed, on the waters described in section 154 of this title, by steam vessels in passing each other and as to the lights and day signals to be carried on such waters by ferryboats, by vessels and craft of all types when in tow of steam vessels or operating by hand power or horsepower or drifting with the current, and by any other vessels not otherwise provided for, not inconsistent with the provisions of this Act, as he from time to time may deem necessary for safety, which rules are declared special rules duly made by local authority. A pamphlet containing such Act and regulations shall be furnished to all vessels and craft subject to this Act. On vessels and craft over sixty-five feet in length the pamphlet shall, where practicable, be kept on board and available for ready reference.

(b) Except in an emergency, before any rules or any alteration, amendment, or repeal thereof, are established by the Secretary under the provisions of this section, the said Secretary shall publish the proposed rules, alterations, amendments, or repeals, and public hearings shall be held with respect thereto on such notice as the Secretary deems reasonable under the circumstances.

[Also see Article 9(d) on page 112.]

NAVY AND COAST GUARD VESSEL EXCEPTIONS

(Sec. 1, 59 Stat. 590; 33 U.S.C. 360)

Any requirement as to the number, position, range of visibility, or arc of visibility of lights required to be displayed by vessels under * * * sections 154 to 231 of this title * * * and all laws amendatory thereto, shall not apply to any vessel of the Navy or of the Coast Guard, where the Secretary of the Navy, or the Secretary of Transportation in the case of Coast Guard vessels operating under the Department of Transportation, or such official or officials as either may designate, shall find or certify that, by reason of special construction, it is not possible with respect to such vessel or class of vessels to comply with the statutory provisions as to the number, position, range of visibility, or arc of visibility of lights. The lights of any such exempted vessel or class of vessels shall, however, comply as closely to the requirements of the applicable sections as the Secretary shall find to be feasible.

(See Title 33, Code of Federal Regulations, Part 135, and Title 32, Code of Federal Regulations, Parts 706 and 707.)

**PUBLICATION OF NAVY AND COAST GUARD VESSEL
EXCEPTIONS (Sec. 2, 59 Stat. 591; 33 U.S.C. 360a)**

When the Secretary of the Navy or the Secretary of Transportation, or such official or officials as either may designate, shall make

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any finding or certification as prescribed in section 360 of this title, notice of such finding or certification and the character and position of the lights to be displayed on such vessel shall be published in "Notice to Mariners".

PENALTY FOR VIOLATIONS BY PILOT, ENGINEER, MATE OR MASTER (33 U.S.C. 158)

Every licensed and unlicensed pilot, engineer, mate, or master of any vessel who violates the provisions of this Act or the regulations established pursuant hereto shall be liable to a penalty of not exceeding \$500, and for all damages sustained by any passenger, in his person or baggage, as a result of such violation: *Provided*, That nothing herein shall relieve any vessel, owner, or corporation from any liability incurred by reason of such violation.

PENALTY FOR VIOLATIONS BY VESSEL (33 U.S.C. 159)

Every vessel which is navigated in violation of any of the provisions of this Act or the regulations established pursuant hereto shall be liable to a penalty of \$500, one-half to go to the informer, for which sum such vessel may be seized and proceeded against by action in any district court of the United States having jurisdiction of the offense.

DEFINITIONS

"SAILING VESSEL," "STEAM VESSEL," AND "UNDER WAY" DEFINED (33 U.S.C. 155)

In the following rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The words "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules, when she is not at anchor, or made fast to the shore, or aground.

"VISIBLE" AS APPLIED TO LIGHTS DEFINED (33 U.S.C. 156)

The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

LIGHTS

TIME FOR LIGHTS

ARTICLE 1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

NAVIGATION RULES—INTERNATIONAL—INLAND

STEAM VESSELS UNDER WAY

Art. 2.¹ A steam vessel when under way shall carry—

(a) On or in front of the foremast, or if a vessel without a foremast then in the fore part of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles.

(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d) The red and green side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) A seagoing steam vessel when under way may carry an additional white light similar in construction to the light mentioned in paragraph (a) of this article. These two lights shall be so placed in line with the keel that one shall be at least fifteen feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

(f) All steam vessels (except seagoing vessels and ferryboats), shall carry in addition to green and red lights required by article 2(b) and (c), and screens as required by article 2(d), a central range of two white lights; the after light being carried at an elevation at least fifteen feet above the light at the head of the vessel. The headlight shall be so constructed as to show an unbroken light through twenty points of the compass, namely, from right ahead to two points abaft the beam on either side of the vessel, and the after light so as to show all around the horizon.

STEAM VESSELS—WHEN TOWING OR PUSHING

Art. 3. (a) A steam vessel when towing another vessel or vessels alongside or by pushing ahead shall, in addition to her side lights,

¹ Article 2 is amended by an act of Congress approved April 25, 1940, which describes the lights required to be carried by every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam. See p. 153.

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carry two bright white lights in a vertical line, one over the other, not less than three feet apart, and when towing one or more vessels astern, regardless of the length of the tow, shall carry an additional bright white light three feet above or below such lights. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in article 2(a) or the after range light mentioned in article 2(f).

(b) A steam vessel carrying towing lights the same as the white light mentioned in article 2(a), when pushing another vessel or vessels ahead, shall also carry at or near the stern two bright amber lights in a vertical line, one over the other, not less than three feet apart; each of these lights shall be so constructed as to show an unbroken light over an arc of the horizon of twelve points of the compass, so fixed as to show the light six points from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least two miles. A steam vessel carrying towing lights the same as the white light mentioned in article 2(a) may also carry, irrespective of the position of the tow, the after range light mentioned in article 2(f); however, if the after range light is carried by such a vessel when pushing another vessel or vessels ahead, the amber lights shall be carried in a vertical line with and at least three feet lower than the after range light. A steam vessel carrying towing lights the same as the white light mentioned in article 2(a), when towing one or more vessels astern, may also carry, in lieu of the stern light specified in article 10, a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam.

SAILING VESSELS AND VESSELS IN TOW

ART. 5. A sailing vessel under way and any vessel being towed, except barges, canal boats, scows, and other vessels of nondescript type, when in tow of steam vessels, shall carry the same lights as are prescribed by article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

LIGHTS FOR FERRYBOATS, BARGES, AND CANAL BOATS IN TOW

[See Sections 80.15-80.17, on pp. 129-137.]

SMALL VESSELS IN BAD WEATHER

ART. 6. Whenever, as in the case of vessels of less than ten gross tons under way during bad weather, the green and red side lights cannot be fixed, these lights shall be kept at hand, lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the star-

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board side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

SMALL ROWING BOATS, RAFTS, AND OTHER CRAFT NOT PROVIDED FOR

ART. 7. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

ART. 9(d). Rafts, or other water craft not herein provided for, navigating by hand power, horse power, or by the current of the river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Commandant of the Coast Guard.

MOTORBOATS

[See pp. 153-157 for excerpts from the Act of April 25, 1940.]

PILOT VESSELS

ART. 8. Pilot vessels when engaged on their stations on pilotage duty shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels, they shall have their side lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side nor the red light on the starboard side.

A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the colored lights above mentioned, have at hand ready for use, a lantern, with a green glass on the one side and a red glass on the other, to be used as prescribed above.

Pilot vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

A steam pilot vessel, when engaged on her station on pilotage duty and in waters of the United States, and not at anchor, shall in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light, visible all around the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the colored side lights required to be carried by vessels when under way.

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When engaged on her station on pilotage duty and in waters of the United States, and at anchor, she shall carry in addition to the lights required for all pilot boats the red light above mentioned, but not the colored side lights.

When not engaged on her station on pilotage duty, she shall carry the same lights as other steam vessels.

FISHING VESSELS

ART. 9(a). Fishing vessels of less than ten gross tons, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be required to carry the colored side lights; but every such vessel shall, in lieu thereof, have ready at hand a lantern with a green glass on one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

(b) All fishing vessels and fishing boats of ten gross tons or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.

(c) All vessels, when trawling, dredging, or fishing with any kind of drag nets or lines, shall exhibit, from some part of the vessel where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction as to be visible all around the horizon, the white light a distance of not less than three miles and the red light of not less than two miles.

[See Section 80.32a, page 143 concerning shapes for fishing vessels.]

STERN LIGHTS

ART. 10(a). A vessel when underway, if not otherwise required by these rules to carry one or more lights visible from aft, shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of twelve points of the compass, so fixed as to show the light six points from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least two miles. Such light shall be carried as nearly as practicable on the same level as the side lights.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

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ANCHOR LIGHTS

ART. 11(a). Except as provided in paragraph (c) of this article, a vessel under one hundred and fifty feet in length when at anchor shall carry forward, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least two miles.

(b) Except as provided in paragraph (c) of this article, a vessel of one hundred and fifty feet or upward in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

(c) The Secretary of Transportation may, after investigation, by rule, regulation, or order, designate such areas as he may deem proper as 'special anchorage areas'; such special anchorage areas may from time to time be changed, or abolished, if after investigation the Secretary of Transportation shall deem such change or abolition in the interest of navigation. When anchored within such an area—

(1) a vessel of not more than sixty-five feet in length shall not be required to carry or exhibit the white light required by this article;

(2) a barge, canal boat, scow, or other nondescript craft of one hundred and fifty feet or upward in length may carry and exhibit the single white light prescribed by paragraph (a) of this article in lieu of the two white lights prescribed by paragraph (b) of this article; and

(3) where two or more barges, canal boats, scows, or other nondescript craft are tied together and anchored as a unit, the anchor light prescribed by this article need be displayed only on the vessel having its anchor down.

[See Section 80.25, of the Pilot Rules, page 141.]

SIGNALS TO ATTRACT ATTENTION

ART. 12. Every vessel may, if necessary, in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.

NAVAL LIGHTS AND RECOGNITION SIGNALS

ART. 13. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by shipowners, which have been au-

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thorized by their respective Governments, and duly registered and published.

[See page 91.]

STEAM VESSEL UNDER SAIL BY DAY

ART. 14. A steam vessel proceeding under sail only, but having her funnel up, may carry in daytime, forward, where it can best be seen, one black ball or shape two feet in diameter.

SOUND SIGNALS AND CONDUCT IN RESTRICTED VISIBILITY

PRELIMINARY

ART. 15. All signals prescribed by this article for vessels under way shall be given:

1. By "steam vessels" on the whistle or siren.
2. By "sailing vessels" and "vessels towed" on the foghorn.

The words "prolonged blast" used in this article shall mean a blast of from four to six seconds duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient foghorn; also with an efficient bell.

A sailing vessel of twenty tons gross tonnage, or upward shall be provided with a similar foghorn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, namely:

STEAM VESSEL UNDER WAY

- (a) A steam vessel under way shall sound, at intervals of not more than one minute, a prolonged blast.

SAILING VESSEL UNDER WAY

- (c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

VESSEL AT ANCHOR

- (d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds, except that the following vessels shall not be required to sound this signal when anchored in a special anchorage area established pursuant to paragraph (c) of article 11:

- (1) a vessel of not more than sixty-five feet in length; and
- (2) a barge, canal boat, scow, or other nondescript craft.

NAVIGATION RULES—INTERNATIONAL—INLAND

VESSELS TOWING OR TOWED

(e) A steam vessel when towing, shall, instead of the signals prescribed in paragraph (a) of this article, at intervals of not more than one minute, sound three blasts in succession, namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

RAFTS OR OTHER CRAFT NOT PROVIDED FOR

(f) All rafts or other water craft, not herein provided for, navigating by hand power, horse power, or by the current of the river, shall sound a blast of the foghorn, or equivalent signal, at intervals of not more than one minute.

SPEED IN FOG

ART. 16. Every vessel shall, in a fog, mist, falling snow, or heavy rainstorms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES

PRELIMINARY

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

SAILING VESSELS

ART. 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel.

INLAND RULES

VESSELS MEETING, NEARING BENDS, LEAVING BERTHS AND OVERTAKING

ART. 18. RULE I. When steam vessels are approaching each other head and head, that is, end on, or nearly so, it shall be the duty of each to pass on the port side of the other; and either vessel shall give, as a signal of her intention, one short and distinct blast of her whistle, which the other vessel shall answer promptly by a similar blast of her whistle, and thereupon such vessels shall pass on the port side of each other.

But if the courses of such vessels are so far on the starboard of each other as not to be considered as meeting head and head, either vessel shall immediately give two short and distinct blasts of her whistle, which the other vessel shall answer promptly by two similar blasts of her whistle, and they shall pass on the starboard side of each other.

The foregoing only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own, and by night to cases in which each vessel is in such a position as to see both the sidelights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

RULE III. If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle.

RULE V. Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction cannot be seen for a distance of half a mile, such steam vessel, when she shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast given by any approaching steam vessel that may be within hearing. Should such signal be so answered by a steam vessel upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but, if the first alarm signal of such vessel be not answered, she is to consider the channel clear and govern herself accordingly.

NAVIGATION RULES—INTERNATIONAL—17 AND

When steam vessels are moved from their docks, or berths, and other boats are liable to pass from any direction toward them, they shall give the same signal as in the case of vessels meeting at a bend, but immediately after clearing the berths so as to be full in sight they shall be governed by the steering and sailing rules.

RULE VIII. When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle, as a signal of such desire, and if the vessel ahead answers with one blast, she shall direct her course to starboard; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall direct her course to port; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point, she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than four, and under no circumstances shall the vessel astern, attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signal. The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the passing vessel.

RULE IX. The whistle signals provided in the rules under this article, for steam vessels meeting, passing, or overtaking, are never to be used except when steamers are in sight of each other, and the course and position of each can be determined in the day time by a sight of the vessel itself, or by night by seeing its signal lights.

In fog, mist, falling snow, or heavy rainstorms, when vessels can not see each other, fog signals only must be given.

TWO STEAM VESSELS CROSSING

ART. 19. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

SAILING VESSEL RIGHT-OF-WAY

ART. 20. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel. This rule shall not give to a sailing vessel the right to hamper, in a narrow channel, the safe passage of a steam vessel which can navigate only inside that channel.

STAND-ON VESSEL DUTY

ART. 21. Where, by any of these rules, one of the two vessels is to keep out of the way, the other shall keep her course and speed.

[See Articles 27 and 29, pp. 119-120.]

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GIVE-WAY VESSEL DUTY

ART. 22. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

ART. 23. Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

OVERTAKING

ART. 24. Notwithstanding anything contained in these rules every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

NARROW CHANNELS

ART. 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

In narrow channels a steam vessel of less than sixty-five feet in length shall not hamper the safe passage of a vessel which can navigate only inside that channel.

[See Article 18, Rule V, pp. 117-118.]

FISHING VESSEL RIGHT-OF-WAY

ART. 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, lines, or trawls. This rule shall not give any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

GENERAL PRUDENTIAL RULE

ART. 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

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SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER

BACKING SIGNAL

ART. 28. When vessels are in sight of one another a steam vessel under way whose engines are going at full speed astern shall indicate that fact by three short blasts on the whistle.

[See Article 18, page 117.]

MISCELLANEOUS

RULE OF GOOD SEAMANSHIP

ART. 29. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

LIGHTS ON UNITED STATES NAVAL VESSELS AND COAST GUARD CUTTERS

ART. 30. The exhibition of any light on board of a vessel of war of the United States or a Coast Guard cutter may be suspended whenever, in the opinion of the Secretary of the Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

DISTRESS SIGNALS

ART. 31. When a vessel is in distress and requires assistance from other vessels or from the shore the following shall be the signal to be used or displayed by her, either together or separately, namely:

In the daytime—

A continuous sounding with any fog-signal apparatus, or firing a gun.

At night—

First. Flames on the vessel as from a burning tar barrel, oil barrel, and so forth.

Second. A continuous sounding with any fog-signal apparatus, or firing a gun.

ORDERS TO HELMSMEN

ART. 32. All orders to helmsmen shall be given as follows:

"Right Rudder" to mean "Direct the vessel's head to starboard."

"Left Rudder" to mean "Direct the vessel's head to port."

Navigation Requirements for Certain Inland Waters

PILOT RULES FOR INLAND WATERS

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Sec.

GENERAL

- 80.01 General instructions.
80.02 Definition of steam vessel and vessel under way; risk of collision.

the Gulf Intracoastal Waterway.

- 80.16b Lights for barges, canal boats, scows, and other nondescript vessels temporarily operating on waters requiring different lights.

SIGNALS

- 80.03 Signals.
80.1 Danger signal.
80.2 Cross signals.
80.3 Vessels passing each other.

- 80.17 Lights for barges and canal boats in tow of steam vessels on the Hudson River and adjacent waters and Lake Champlain.

SITUATIONS

- 80.4 Vessels approaching each other head and head, end on.
80.5 Vessels nearing bend or curve in channel; moving from docks.
80.6 Vessels running in same direction; overtaking vessel.
80.7 Vessels approaching each other at right angles or obliquely.
80.8 Meeting of steam and sailing vessels; right-of-way.
80.9 Avoidance of crossing ahead.
80.10 Keeping to right in narrow channels.
80.11 Departure from rules.
80.12 Fog signals.
80.13 Speed in fog; pamphlet containing Pilot Rules; diagrams.

LIGHTS AND DAY SIGNALS FOR VESSELS, DREDGES OF ALL TYPES, AND VESSELS WORKING ON WRECKS AND OBSTRUCTIONS, ETC.

LIGHTS FOR CERTAIN CLASSES OF VESSELS

- 80.14 Lights; time for.
80.15 Ferryboats.
80.16 Lights for barges, canal boats, scows and other nondescript vessels on certain inland waters on the Atlantic and Pacific Coasts.
80.16a Lights for barges, canal boats, scows, and other nondescript vessels on certain inland waters on the Gulf Coast and

- 80.18 Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is towed.
80.19 Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.
80.20 Dredges held in stationary position by moorings or spuds.
80.21 Dredges under way and engaged in dredging operations.
80.22 Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, re-vestment, or other bank protection operations.
80.23 Lights to be displayed on pipelines.
80.24 Lights generally.
80.25 Vessels moored or at anchor.

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Sec.	Sec.
PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS	or servicing aids to navigation.
80.26 Passing signals.	MISCELLANEOUS
80.27 Speed of vessels passing floating plant working in channels.	80.34 Rule relating to the use of searchlights or other blinding lights.
80.28 Light-draft vessels passing floating plant.	80.35 Rule prohibiting unnecessary sounding of the whistle.
80.29 Aids to navigation marking floating plant moorings.	80.36 Rule prohibiting the carrying of unauthorized lights on vessels.
80.30 Obstruction of channel by floating plant.	80.37 Distress signals.
80.31 Clearing of channels.	
80.31a Protection of marks placed for the guidance of floating plant.	WARNING SIGNALS
LIGHTS FOR RAFTS AND OTHER CRAFT NOT PROVIDED FOR	80.38 Warning signal displayed while transferring dangerous cargoes.
80.32 Lights for rafts and other craft.	80.40 Exceptions to the statutory and regulatory requirements for lights, day signals, or other navigational means and appliances when operating under bridges.
SPECIAL DAY OR NIGHT SIGNALS	80.45 Distinctive blue light authorized for use by law enforcement vessels.
80.32a Day marks for fishing vessels with gear out.	
80.33 Special signals for vessels employed in hydrographic surveying.	
80.33a Warning signals for Coast Guard vessels while handling	

AUTHORIZED: The provisions of this Part 80 issued under sec. 2, 30 Stat. 102, as amended, sec. 6(b)(1), 80 Stat. 937; 33 U.S.C. 157, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b), unless otherwise noted.

GENERAL

§ 80.01 General instructions.

The regulations in this part apply to vessels navigating the harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal, the Red River of the North, the Mississippi River and its tributaries above Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway.

§ 80.02 Definition of steam vessel and vessel under way; risk of collision.

In the rules in this part the words "steam vessel" shall include any vessel propelled by machinery. A vessel is under way, within the meaning of the rules in this part, when she is not at anchor, or made fast to the shore, or aground. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

PILOT RULES FOR INLAND WATERS

SIGNALS

§ 80.03 Signals.

(a) The whistle signals provided in the rules in this part shall be sounded on an efficient whistle or siren sounded by steam or by some substitute for steam.

(1) A short blast of the whistle shall mean a blast of about one second's duration.

(2) A prolonged blast of the whistle shall mean a blast of from 4 to 6 seconds' duration.

(3) One short blast of the whistle signifies intention to direct course to own starboard, except when two steam vessels are approaching each other at right angles or obliquely, when it signifies intention of steam vessel which is to starboard of the other to hold course and speed.

(4) Two short blasts of the whistle signify intention to direct course to own port.

(5) Three short blasts of the whistle shall mean, "My engines are going at full speed astern."

(b) When vessels are in sight of one another a steam vessel under way whose engines are going at full speed astern shall indicate that fact by three short blasts on the whistle.

§ 80.1 Danger signal.

If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle, the danger signal.

§ 80.2 Cross signals.

Steam vessels are forbidden to use what has become technically known among pilots as "cross signals," that is, answering one whistle with two, and answering two whistles with one.

§ 80.3 Vessels passing each other.

(a) The signals for passing, by the blowing of the whistle, shall be given and answered by pilots, in compliance with the rules in this part, not only when meeting "head and head", or nearly so, but at all times when the steam vessels are in sight of each other, when passing or meeting at a distance within half a mile of each other, and whether passing to the starboard or port.

(b) The whistle signals provided in the rules in this part for steam vessels meeting, passing, or overtaking are never to be used except when steam vessels are in sight of each other, and the course and position of each can be determined in the daytime by a sight of the vessel itself, or by night by seeing its signal lights. In fog, mist, falling snow, or heavy rainstorms, when vessels can not so see each other, fog signals only must be given.

NAVIGATION RULES—INTERNATIONAL—INLAND

SITUATIONS

§ 80.4 Vessels approaching each other head and head, end on.

(a) When steam vessels are approaching each other head and head, that is, end on, or nearly so, it shall be the duty of each to pass on the port side of the other, and either vessel shall give, as a signal of her intention one short and distinct blast of her whistle, which the other vessel shall answer promptly by a similar blast of her whistle, and thereupon such vessels shall pass on the port side of each other. But if the courses of such vessels are so far on the starboard of each other as not to be considered as meeting head and head, either vessel shall immediately give two short and distinct blasts of her whistle, which the other vessel shall answer promptly by two similar blasts of her whistle, and they shall pass on the starboard side of each other.

(b) The foregoing only applies to cases where vessels are meeting end on or nearly end on, in such a manner as to involve risk of collision; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own, and by night to cases in which each vessel is in such a position as to see both the side lights of the other.

(c) It does not apply by day to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

§ 80.5 Vessels nearing bend or curve in channel; moving from docks.

(a) Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction cannot be seen for a distance of half a mile, such steam vessel, when she shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast, given by any approaching steam vessel that may be within hearing. Should such signal be so answered by a steam vessel upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but, if the first alarm signal of such vessel be not answered, she is to consider the channel clear and govern herself accordingly.

(b) When steam vessels are moved from their docks or berths, and other boats are liable to pass from any direction toward them, they shall give the same signal as in the case of vessels meeting at a

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bend, but immediately after clearing the berths so as to be fully in sight they shall be governed by the steering and sailing rules.

§ 80.6 Vessels running in same direction; overtaking vessel.

(a) When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle, as a signal of such desire, and if the vessel ahead answers with one blast, she shall direct her course to starboard; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall direct her course to port; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point, she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than four, and under no circumstances shall the vessel astern attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signals. The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the passing vessel.

(b) Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of the rules in this part, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

§ 80.7 Vessels approaching each other at right angles or obliquely.

(a) When two steam vessels are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one steam vessel is overtaking another, the steam vessel which has the other on her own port side shall hold her course and speed; and the steam vessel which has the other on her own starboard side shall keep out of the way of the other by directing her course to starboard so as to cross the stern of the other steam vessel, or, if necessary to do so, slacken her speed or stop or reverse.

(b) If from any causes the conditions covered by this situation are such as to prevent immediate compliance with each other's sig-

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nals, the misunderstanding or objection shall be at once made apparent by blowing the danger signal, and both steam vessels shall be stopped and backed if necessary, until signals for passing with safety are made and understood.

§ 80.8 Meeting of steam and sailing vessels; right-of-way.

When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

§ 80.9 Avoidance of crossing ahead.

Every steam vessel which is directed by the rules in this part to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

§ 80.10 Keeping to right in narrow channels.

In narrow channels every steam vessel shall, when it is safe and practicable keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

§ 80.11 Departure from rules.

In obeying and construing the rules in this part due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from said rules necessary in order to avoid immediate danger.

§ 80.12 Fog signals.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, signals shall be given as follows:

(a) A steam vessel under way, except when towing other vessels or being towed shall sound, at intervals of not more than 1 minute, on the whistle or siren, a prolonged blast.

(b) A steam vessel when towing other vessels shall sound, at intervals of not more than 1 minute, on the whistle or siren, three blasts in succession, namely, one prolonged blast followed by two short blasts.

(c) A vessel towed may give, at intervals of not more than 1 minute, on the foghorn, a signal of three blasts in succession, namely, one prolonged blast followed by two short blasts, and she shall not give any other.

(d) A vessel when at anchor shall, at intervals of not more than 1 minute, ring the bell rapidly for about 5 seconds.

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§ 80.13 Speed in fog; pamphlet containing Pilot Rules; diagrams.

(a) Moderate speed in fog.

(1) Every steam vessel shall, in a fog, mist, falling snow, or heavy rainstorms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(2) A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines and then navigate with caution until danger of collision is over.

(b) Pamphlet containing pilot rules.

All vessels and craft over 65 feet in length upon the waters described in Section 80.01 shall, where practicable, carry on board and maintain for ready reference copies of the current edition of Coast Guard pamphlet CG-169. Nothing in this section shall require copies of this pamphlet to be carried on board any motorboat as defined by section 1 of the Act of April 25, 1940, as amended (54 Stat. 163; 46 U.S.C. 526).

(c) Diagrams.

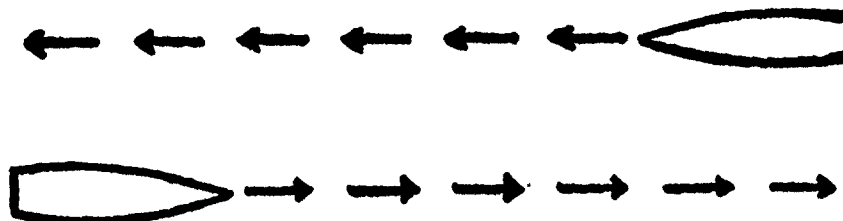
The following diagrams are intended to illustrate the working of the system of colored lights and pilot rules.

FIRST SITUATION



Here the two colored lights visible to each will indicate their direct approach "head and head" toward each other. In this situation it is a standing rule that both shall direct their courses to starboard and pass on the port side of each other, each having previously given one blast of the whistle.

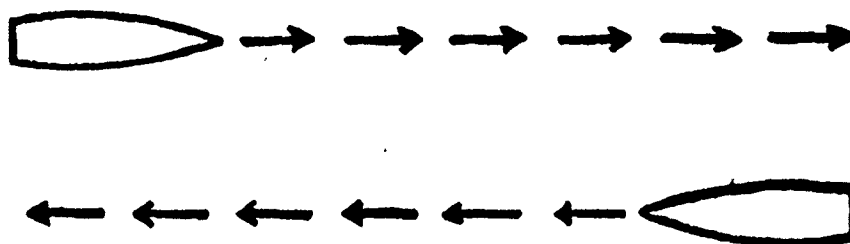
SECOND SITUATION



In this situation, the red light only will be visible to each, the screens preventing the green lights from being seen. Both vessels are evidently passing to port of each other, which is ruleable in this situation, each pilot having previously signified his intention by one blast of the whistle.

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THIRD SITUATION



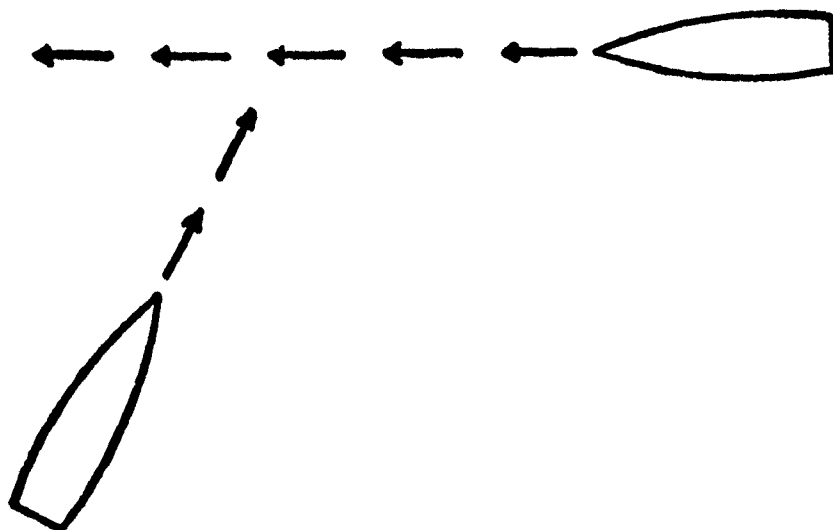
In this situation the green light only will be visible to each, the screens preventing the red light from being seen. They are therefore passing to starboard of each other, which is ruleable in this situation, each pilot having previously signified his intention by two blasts of the whistle.

FOURTH SITUATION



In this situation one steam vessel is overtaking another steam vessel from some point within the angle of two points abaft the beam of the overtaken steam vessel. The overtaking steam vessel may pass on the starboard or port side of the steam vessel ahead after the necessary signals for passing have been given with assent of the overtaken steam vessel, as prescribed in Section 80.6.

FIFTH SITUATION



In this situation two steam vessels are approaching each other at right angles or obliquely in such manner as to involve risk of collision, other than where one steam vessel is overtaking another. The steam vessel which has the other on her own port side shall hold course and speed, and the other shall keep clear by crossing astern of the steam vessel that is holding course and speed, or, if necessary to do so, shall slacken her speed, stop, or reverse.

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LIGHTS FOR CERTAIN CLASSES OF VESSELS

§ 80.14 Lights; time for.

The rules in this part concerning lights shall be complied with in all weathers from sunset to sunrise.

§ 80.15 Ferryboats.

(a) Ferryboats propelled by machinery and navigating the harbors, rivers, and other inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal, the Red River of the North, the Mississippi River and its tributaries above Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, shall carry the range lights and the colored side lights required by law to be carried on steam vessels navigating those waters, except that double-end ferryboats shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft, also on the starboard side a green light, and on the port side a red light, of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on their respective sides.

(b) The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being seen across the bow.

(c) Officers in Charge, Marine Inspection,¹ in districts having ferryboats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or colored, which will show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flagstaff amidships, 15 feet above the white range lights.

§ 80.16 Lights for barges, canal boats, scows and other nondescript vessels on certain inland waters on the Atlantic and Pacific Coasts.

(a) On the harbors, rivers, and other inland waters of the United States except the Great Lakes and their connecting and tributary waters as far east as Montreal, the Red River of the North, the Mississippi River and its tributaries above the Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the waters described in Sections 80.16a and 80.17, barges, canal boats, scows, and other vessels of nondescript type not otherwise provided for, when

¹ For a definition of an Officer in Charge, Marine Inspection, see 46 CFR 70.10-33, also same section number in Coast Guard publication entitled "Rules and Regulations for Passenger Vessels," CG-256.

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being towed by steam vessels, shall carry lights as set forth in this section.

(b) Barges and canal boats towing astern of steam vessels, when towing singly, or what is known as tandem towing, shall each carry a green light on the starboard side and a red light on the port side, and a white light on the stern, except that the last vessel of such tow shall carry two lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deckhouse, and so placed as to show all around the horizon. A tow of one such vessel shall be lighted as the last vessel of a tow.

(c) When two or more boats are abreast, the colored lights shall be carried at the outer sides of the bows of the outside boats. Each of the outside boats in last tier of a hawser tow shall carry a white light on her stern.

(d) The white light required to be carried on stern of a barge or canal boat carrying red and green side lights except the last vessel in a tow shall be carried in a lantern so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass, namely, for 6 points from right aft on each side of the vessel, and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles.

(e) Barges, canal boats or scows towing alongside a steam vessel shall, if the deck, deckhouses, or cargo of the barge, canal boat or scow be so high above water as to obscure the side lights of the towing steamer when being towed on the starboard side of the steamer, carry a green light upon the starboard side; and when towed on the port side of the steamer, a red light on the port side of the barge, canal boat, or scow; and if there is more than one barge, canal boat or scow abreast, the colored lights shall be displayed from the outer side of the outside barges, canal boats or scows.

(f) Barges, canal boats or scows shall, when being propelled by pushing ahead of a steam vessel, display a red light on the port bow and a green light on the starboard bow of the head barge, canal boat or scow, carried at a height sufficiently above the superstructure of the barge, canal boat or scow as to permit said side lights to be visible; and if there is more than one barge, canal boat or scow abreast, the colored lights shall be displayed from the outer side of the outside barges, canal boats or scows.

(g) The colored side lights referred to in this section shall be fitted with inboard screens so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw

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the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globes shall not be less than 6 inches in diameter and 5 inches high in the clear.

(h) Scows not otherwise provided for in this section on waters described in paragraph (a) of this section shall carry a white light at each end of each scow, except that when such scows are massed in tiers, two or more abreast, each of the outside scows shall carry a white light on its outer bow, and the outside scows in the last tier shall each carry, in addition, a white light on the outer part of the stern. The white light shall be carried not less than 8 feet above the surface of the water, and shall be so placed as to show an unbroken light all around the horizon, and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 5 miles.

(i) Other vessels of nondescript type not otherwise provided for in this section shall exhibit the same lights that are required to be exhibited by scows by this section. (R.S. 4233A, as amended, sec. 1, 30 Stat 98, as amended; 33 U.S.C. 353, 178.)

NOTE: The regulations in Sections 80.16 to 80.17, inclusive, are not applicable to rafts. The requirements regarding lights for rafts are in Section 80.32.

§ 80.16a Lights for barges, canal boats, scows and other nondescript vessels on certain inland waters on the Gulf Coast and the Gulf Intracoastal Waterway.

(a) On the Gulf Intracoastal Waterway and on other inland waters connected therewith or with the Gulf of Mexico from the Rio Grande, Texas, to Cape Sable (East Cape), Florida, barges, canal boats, scows, and other vessels of nondescript type not otherwise provided for, when being towed by steam vessels shall carry lights as set forth in this section.

(b) When one or more barges, canal boats, scows, or other vessels of nondescript type not otherwise provided for, are being towed by pushing ahead of a steam vessel, or by a combination of pushing ahead and towing alongside of a steam vessel, such tow shall be lighted by a flashing amber light at the extreme forward end of the tow, so placed as to be as nearly as practicable on the centerline of the tow, a green light on the starboard side of the tow, so placed as to mark the maximum projection of the tow to starboard, and a red light on the port side of the tow, so placed as to mark the maximum projection of the tow to port.

(c) When one or more barges, canal boats, scows, or other vessels of nondescript type not otherwise provided for, are being towed alongside a steam vessel, there shall be displayed a white light at each outboard corner of the tow. If the deck, deckhouse, or cargo of such barge, etc., obscures the side light of the towing vessel, such barge, etc., shall also carry a green light upon the starboard side

when being towed on the starboard side of a steam vessel or shall carry a red light on the port side of the barge, etc., when being towed on the port side of the steam vessel. If there is more than one such barge, etc., being towed abreast, the appropriate colored side light shall be displayed from the outer side of the outside barge.

(d) When one barge, canal boat, scow, or other vessel of nondescript type not otherwise provided for, is being towed singly behind a steam vessel, such vessel shall carry four white lights, one on each corner or outermost projection of the bow and one on each corner or outermost projection of the stern.

(e) When two or more barges, canal boats, scows, or other vessels of nondescript type not otherwise provided for, are being towed behind a steam vessel in tandem, with a hawser length, between vessels, of 75 feet or more, such vessels shall carry white lights as follows:

(1) The first vessel in the tow shall carry three white lights, one on each corner or outermost projection of the bow and a white light at the stern amidships.

(2) Each intermediate vessel shall carry two white lights, one at each end amidships.

(3) The last vessel in the tow shall carry three white lights, one on each corner or outermost projection of the stern and a white light at the bow amidships.

(f) When two or more barges, canal boats, scows, or other vessels of nondescript type not otherwise provided for, are being towed behind a steam vessel in tandem, with a hawser length between vessels, of less than 75 feet, such vessels shall carry white lights as follows:

(1) The first vessel in the tow shall carry three white lights, one on each corner or outermost projection of the bow and a white light at the stern amidships.

(2) Each intermediate vessel shall carry a white light at the stern amidships.

(3) The last vessel in the tow shall carry two white lights, one on each corner or outermost projection of the stern.

(g) When two or more barges, canal boats, scows, or other vessels of nondescript type not otherwise provided for, are being towed behind a steam vessel two or more abreast, in one or more tiers, each of the outside vessels in each tier shall carry a white light on the outboard corner of the bow, and each of the outside vessels in the last tier shall carry, in addition, a white light on the outboard corner of the stern.

(h) Lights for moored barges shall be as described in this paragraph.

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(1) The following barges, when moored in or near a fairway, shall display between the hours of sunset and sunrise the barge lights described in subparagraph (2) of this paragraph:

- (i) Every barge projecting into a buoyed or restricted channel.
- (ii) Every barge so moored that it reduces the available navigable width of any channel to less than 250 feet.
- (iii) Barges moored in fleets more than two barges wide or to a maximum width of over 80 feet, parallel to the bank.
- (iv) Every barge moored to the bank in any manner other than parallel thereto.

(2) Barges required to be lighted under subparagraph (1) of this paragraph shall carry two white lights of such character as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile, so located as to give unobstructed view and arranged as follows:

- (i) On a single moored barge, a light on each outboard or channelward corner.
- (ii) On barges moored in group formation, a light on the upstream outboard or channelward corner of the outer upstream barge and a light on the downstream outboard or channelward corner of the outer downstream barge. In addition, any barge projecting toward or into the channel in such a group formation shall have two white lights similarly placed on the outboard or channelward corners of the barge.

(3) Barges moored in any slip or slough which is used primarily for mooring purposes are exempt from the lighting requirements of this paragraph.

(i) The colored side lights shall be so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to show the light from right ahead to 2 points abaft the beam on their respective sides, and of such a character as to be visible at a distance of at least 2 miles, and shall be fitted with inboard screens so as to prevent either light from being seen more than half a point across the centerline of the tow.

(j) The amber light shall flash 50 to 70 times per minute and be so constructed as to show a uniform light over an arc of the horizon of 20 points of the compass, so fixed as to show the light 10 points on each side of the tow, namely, from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 2 miles.

(k) The white lights shall be so constructed and so fixed as to show a clear, uniform, and unbroken light all around the horizon, and of such a character as to be visible at a distance of at least 2 miles.

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(1) All the lights shall be carried at approximately the same height above the surface of the water and, except as provided in paragraph (h) of this section, shall be so placed with respect thereto as to be clear of and above all obstructions which might tend to interfere with the prescribed arc or distance of visibility. (R.S. 4233A, sec. 1, 30 Stat. 98; 33 U.S.C. 353, 178)

§ 80.16b Lights for barges, canal boats, scows, and other nondescript vessels temporarily operating on waters requiring different lights.

Nothing in Sections 80.16, 80.16a, or 80.17 shall be construed as compelling barges, canal boats, scows, or other vessels of nondescript type not otherwise provided for, being towed by steam vessels, when passing through any waters coming within the scope of any regulations where lights for such boats are different from those of the waters whereon such boats are usually employed, to change their lights from those required on the waters on which their trip begins or terminates; but should such boats engage in local employment on waters requiring different lights from those where they are customarily employed, they shall comply with the local rules where employed. (Sec. 1, 30 Stat. 98, as amended; 33 U.S.C. 178)

§ 80.17 Lights for barges and canal boats in tow of steam vessels on the Hudson River and adjacent waters and Lake Champlain.

(a) All nondescript vessels known as scows, car floats, lighters, and vessels of similar type, navigating the waters referred to in this section, shall carry the lights required to be carried by barges and canal boats in tow of steam vessels, as prescribed in this section.

(b) Barges and canal boats, when being towed by steam vessels on the waters of the Hudson River and its tributaries from Troy to the boundary lines of New York Harbor off Sandy Hook, as defined pursuant to section 2 of the act of Congress of February 19, 1895 (28 Stat. 672; 33 U.S.C. 151), the East River and Long Island Sound (and the waters entering thereon, and to the Atlantic Ocean), to and including Narragansett Bay, R.I., and tributaries, and Lake Champlain, shall carry lights as follows:

(1) Barges and canal boats being towed astern of steam vessels when towing singly shall carry a white light on the bow and a white light on the stern.

SINGLY



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(2) When towing in tandem, "with a hawser length, between vessels, of less than 75 feet," each boat shall carry a white light on its stern and the first or hawser boat shall, in addition, carry a white light on its bow.

TANDEM (WITH A HAWSER LENGTH, BETWEEN VESSELS, OF LESS THAN 75 FEET)



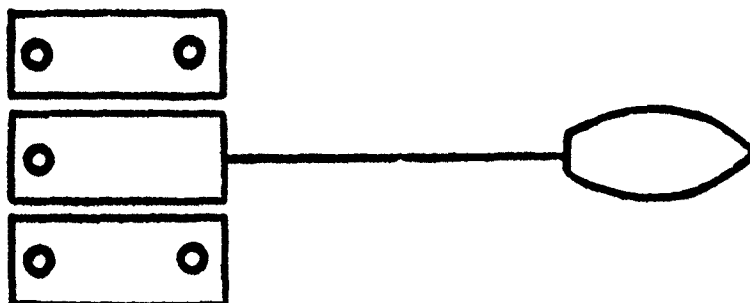
(3) When towing in tandem with a hawser length of 75 feet or more, between the various boats in the tow, each boat shall carry a white light on the bow and a white light on the stern, except that the last vessel in the tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart and not less than 4 feet above the deckhouse, and so placed as to show all around the horizon: *Provided*, That seagoing barges shall not be required to make any change in their seagoing lights (red and green) on waters coming within the scope of this section, except that the last vessel of the tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deckhouse, and so placed as to show all around the horizon.

TANDEM (WITH A HAWSER LENGTH, BETWEEN VESSELS, OF 75 FEET OR MORE)



(4) Barges and canal boats when towed at a hawser, two or more abreast, when in one tier, shall each carry a white light on the stern and a white light on the bow of each of the outside boats.

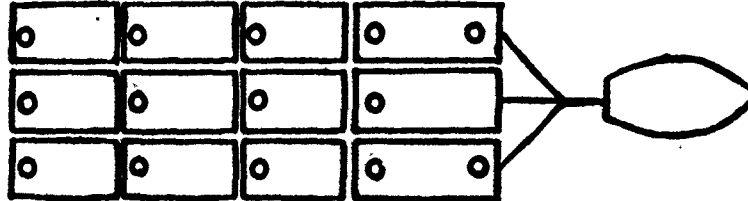
TWO OR MORE ABREAST IN ONE TIER



NAVIGATION RULES—INTERNATIONAL—INLAND

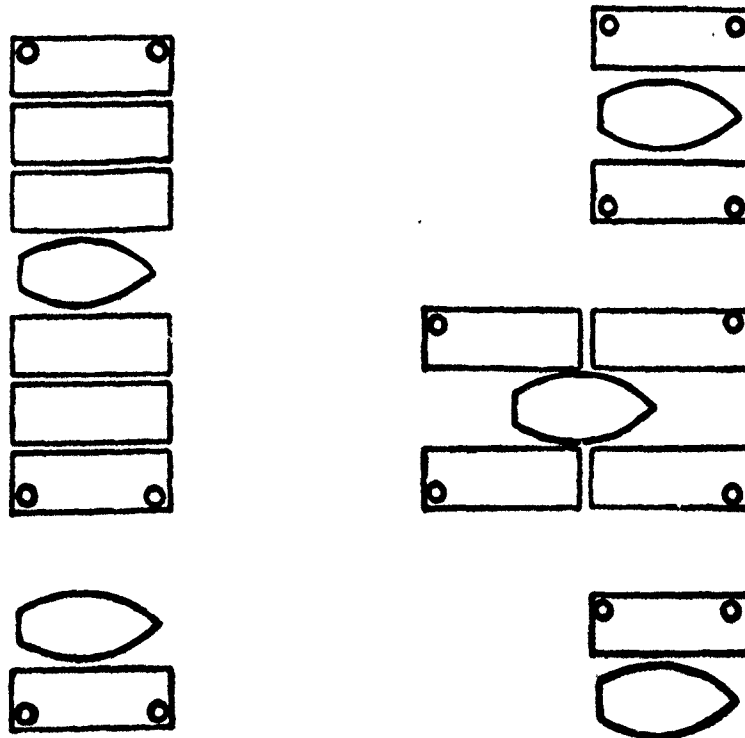
(5) When in more than one tier, each boat shall carry a white light on its stern and the outside boats in the hawser or head tier shall each carry, in addition, a white light on the bow.

TWO OR MORE ABREAST AND IN MORE THAN ONE TIER



(6) The white bow lights for barges and canal boats referred to in this section shall be carried at least 10 feet and not more than 30 feet abaft the stem or extreme forward end of the vessel. On barges and canal boats required to carry a white bow light, the white light on bow and the white light on stern shall each be so placed above the hull or deckhouse as to show an unbroken light all around the horizon, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles.

TOWED ALONGSIDE—VARIOUS POSITIONS



PILOT RULES FOR INLAND WATERS

(7) When nondescript vessels known as scows, car floats, lighters, barges or canal boats, and vessels of similar type, are towed alongside a steam vessel, there shall be displayed a white light at the outboard corners of the tow.

(8) When under way between the hours of sunset and sunrise there shall be displayed a red light on the port bow and a green light on the starboard bow of the head barge or barges, properly screened and so arranged that they may be visible through an arc of the horizon of 10 points of the compass; that is, from right ahead to 2 points abaft the beam on either side and visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and be carried at a height sufficiently above the superstructure of the barge or barges pushed ahead as to permit said side lights to be visible.

PROPULSION OF BARGE OR BARGES BY PUSHING



(9) Dump scows utilized for transportation and disposal of garbage, street sweepings, ashes, excavated material, dredgings, etc., when navigating on the Hudson River or East River or the waters tributary thereto between loading points on these waters and the dumping grounds established by competent authority outside the line dividing the high seas from the inland waters of New York Harbor, shall, when towing in tandem, carry, instead of the white lights previously required, red and green side lights on the respective and appropriate sides of the scow in addition to the white light required to be shown by an overtaken vessel.

(10) The red and green lights prescribed in this section shall be carried at a height at which they can readily be seen, the lights properly screened and so arranged as to show through an arc of the horizon of 10 points of the compass, that is, from right ahead to 2 points abaft the beam on either side and visible on a dark night with a clear atmosphere a distance of at least 2 miles. *Provided*, That nothing in this section shall be construed as compelling barges or canal boats in tow of steam vessels, passing through any waters coming within the scope of this section where lights for barges or canal boats are different from those of the waters whereon such vessels are usually employed, to change their lights from those required on the waters from which their trip begins or terminates; but should such vessels engage in local employment on waters requiring different lights from those where they are customarily employed, they shall comply with the local rules where employed.

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LIGHTS AND DAY SIGNALS FOR VESSELS, DREDGES OF ALL TYPES, AND
VESSELS WORKING ON WRECKS AND OBSTRUCTIONS, ETC.

§ 80.18 Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is towed.

(a) The vessel having the submerged object in tow shall display by day, where they can best be seen, two shapes, one above the other, not less than six feet apart, the lower shape to be carried not less than 10 feet above the deckhouse. The shapes shall be in the form of a double frustum of a cone, base to base, not less than two feet in diameter at the center nor less than eight inches at the ends of the cones, and to be not less than four feet lengthwise from end to end, the upper shape to be painted in alternate horizontal stripes of black and white, eight inches in width, and the lower shape to be painted a solid bright red.

(b) By night the towing vessel shall display the regular side lights but in lieu of the regular white towing lights shall display four lights in a vertical position not less than 3 feet nor more than 6 feet apart, the upper and lower of such lights to be white and of the same character as the regular towing lights, and the middle of such lights to be red and of such character as to be visible on a dark night with a clear atmosphere for a distance of at least 2 miles.

§ 80.19 Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.

(a) Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting, shall display by day two shapes of the same character and dimensions and displayed in the same manner as required by paragraph 80.18(a), except that both shapes shall be painted a solid bright red, but where more than one vessel is working under the above conditions, the shapes need be displayed only from one vessel on each side of the wreck from which they can best be seen from all directions.

(b) By night this situation shall be indicated by the display of a white light from the bow and stern of each outside vessel or lighter not less than six feet above the deck, and in addition thereto there shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck.

§ 80.20 Dredges held in stationary position by moorings or spuds.

(a) Dredges which are held in stationary position by moorings or spuds shall display by day two red balls not less than two feet in diameter and carried in a vertical line not less than three feet nor more than six feet apart, and at least 15 feet above the deckhouse and in such a position where they can best be seen from all directions.

(b) By night they shall display a white light at each corner, not less than six feet above the deck, and in addition thereto there shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck. When scows are moored alongside a dredge in the foregoing situation they shall display a white light on each outboard corner, not less than six feet above the deck.

§ 80.21 Dredges under way and engaged in dredging operations.

(a) Dredges under way and engaged in dredging operations shall display by day two black balls not less than two feet in diameter and carried in a vertical line not less than three feet nor more than six feet apart, where they can best be seen from all directions. The term "dredging operations" shall include maneuvering into or out of position at the dredging site but shall not include proceeding to or from the site.

(b) By night self-propelled dredges under way and engaged in dredging operations shall carry, in addition to the regular running lights, two red lights in a vertical line beneath the white masthead light. These red lights shall be not less than 3 feet nor more than 6 feet apart and the upper red light shall be not less than 3 feet nor more than 6 feet below the masthead light. They shall also carry on or near the stern two red lights in a vertical line not less than 3 feet nor more than 6 feet apart, to show through 12 points of the compass; that is, from right astern to 6 points on each quarter. The forward red lights and after red lights shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least 2 miles.

(c) By night, a non-self-propelled dredge which is under way and engaged in dredging operations while being pushed ahead by a towboat shall be considered, with such towboat, for the purpose of compliance with Rules of the Road requirements for lights and shapes, as a single vessel. This vessel shall carry the lights described in paragraph (b) of this section, except that both the dredge and towboat shall carry the side lights normally required for a barge towed by being pushed ahead and a vessel towing, respectively. When not engaged in dredging operations, this unit shall carry the regular lights for vessels towing and being towed.

§ 80.22 Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations.

(a) Vessels which are moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations, shall display by day, not less than 15 feet above the deck, where they can best be seen from all directions, two balls not less than two feet in diameter, in a vertical line not less than three feet nor more than six feet apart, the upper ball to be painted in alternate black and white vertical stripes six inches wide, and the lower ball to be painted a solid bright red.

(b) By night they shall display three red lights, carried in a vertical line not less than three feet nor more than six feet apart, in a position where they can best be seen from all directions, with the lowermost light not less than 15 feet above the deck.

(c) Where a stringout of moored vessels or barges is engaged in the operations, three red lights carried as prescribed in paragraph (b) of this section shall be displayed at the channelward end of the stringout. Where the stringout crosses the navigable channel and is to be opened for the passage of vessels, the three red lights shall be displayed at each side of the opening instead of at the outer end of the stringout. There shall also be displayed upon such stringout one horizontal row of amber lights not less than six feet above the deck, or above the deckhouse where the craft carries a deckhouse, in a position where they can best be seen from all directions, spaced not more than 50 feet apart so as to mark distinctly the entire length and course of the stringout.

§ 80.23 Lights to be displayed on pipelines.

Pipelines attached to dredges, and either floating or supported on trestles, shall display by night one row of amber lights not less than eight feet nor more than 12 feet above the water, about equally spaced and in such number as to mark distinctly the entire length and course of the line, the intervals between lights where the line crosses navigable channels to be not more than 30 feet. There shall also be displayed on the shore or discharge end of the line two red lights, three feet apart, in a vertical line with the lower light at least eight feet above the water, and if the line is to be opened at night for the passage of vessels, a similar arrangement of lights shall be displayed on each side of the opening.

§ 80.24 Lights generally.

(a) All the lights required by Sections 80.18 to 80.23, inclusive, except as provided in Section 80.18(b), shall be of such character as to be visible on a dark night with a clear atmosphere for a distance

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of at least 2 miles. The white lights provided for in Section 80.18 (b) shall be visible for at least 5 miles.

(b) The lights required by Section 80.18(b) shall be of the same construction as the regular towing lights. The lights required by Section 80.21(b) shall be of the same construction as the masthead light.

(c) All floodlights or headlights which may interfere with the proper navigation of an approaching vessel shall be so shielded that the lights will not blind the pilot of such vessel.

§ 80.25 Vessels moored or at anchor.

Vessels of more than 65 feet in length when moored or anchored in a fairway or channel shall display between sunrise and sunset on the forward part of the vessel where it can best be seen from other vessels one black ball not less than two feet in diameter.

PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS

NOTE: The term "floating plant" as used in Sections 80.26 to 80.31a, includes dredges, derrick boats, snag boats, drill boats, pile drivers, maneuver boats, hydraulic graders, survey boats, working barges, and mat sinking plant.

§ 80.26 Passing signals.

(a) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal prescribed in the local pilot rules for vessels under way and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the plant.

(b) When the pipeline from a dredge crosses the channel in such a way that an approaching vessel cannot pass safely around the pipeline or dredge, there shall be sounded immediately from the dredge the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the dredge. The pipeline shall then be opened and the channel cleared as soon as practicable; when the channel is clear for passage the dredge shall so indicate by sounding the usual passing signal as prescribed in paragraph (a) of this section. The approaching vessel shall answer with a corresponding signal and pass promptly.

(c) When any pipeline or swinging dredge shall have given an approaching vessel or tow the signal that the channel is clear, the dredge shall straighten out within the cut for the passage of the vessel or tow.

§ 80.27 Speed of vessels passing floating plant working in channels.

Vessels, with or without tows, passing floating plant working in channels, shall reduce their speed sufficiently to insure the safety of both the plant and themselves, and when passing within 200 feet of the plant their speed shall not exceed five miles per hour. While passing over lines of the plant, propelling machinery shall be stopped.

§ 80.28 Light-draft vessels passing floating plant.

Vessels whose draft permits shall keep outside of the buoys marking the end of mooring line of floating plant working in channels.

§ 80.29 Aids to navigation marking floating plant moorings.

Breast, stern, and bow anchors of floating plant working in navigable channels shall be marked by barrel or other suitable buoys. By night approaching vessels shall be shown the location of adjacent buoys by throwing a suitable beam of light from the plant on the buoys until the approaching vessel has passed, or the buoys may be lighted by red lights, visible in all directions, of the same character as specified in Section 80.24(a) : *Provided*, That the foregoing provisions of this section shall not apply to the following waters of New York Harbor and adjacent waters; the East River, the North River (Battery to Spuyten Duyvil), the Harlem River and the New York and New Jersey Channels (from the Upper Bay through Kill Van Kull, Newark Bay, Arthur Kill, and Raritan Bay to the Lower Bay).

§ 80.30 Obstruction of channel by floating plant.

Channels shall not be obstructed unnecessarily by any dredge or other floating plant. While vessels are passing such plant, all lines running therefrom across the channel on the passing side, which may interfere with or obstruct navigation, shall be slacked to the bottom of the channel.

§ 80.31 Clearing of channels.

When special or temporary regulations have not been prescribed and action under the regulations contained in Sections 80.26 to 80.30, will not afford clear passage, floating plant in narrow channels shall, upon notice, move out of the way of vessels a sufficient distance to allow them a clear passage. Vessels desiring passage shall, however, give the master of the floating plant ample notice in advance of the time they expect to pass.

NOTE: If it is necessary to prohibit or limit the anchorage or movement of vessels within certain areas in order to facilitate the work of improvement, application should be made through official channels for establishment by the Secretary of the Army of special or temporary regulations for this purpose.

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§ 80.31a Protection of marks placed for the guidance of floating plant.

Vessels shall not run over anchor buoys, or buoys, stakes, or other marks placed for the guidance of floating plant working in channels; and shall not anchor on the ranges of buoys, stakes, or other marks placed for the guidance of such plant.

LIGHTS FOR RAFTS AND OTHER CRAFT NOT PROVIDED FOR

§ 80.32 Lights for rafts and other craft.

(a) Any vessel propelled by hand power, horse power, or by the current of the river, except rafts and rowboats, shall carry one white light forward not less than 8 feet above the surface of the water.

(b) Any raft while being propelled by hand power, by horse power, or by the current of the river, while being towed, or while anchored or moored in or near a channel or fairway, shall carry white lights as follows:

(1) A raft of one crib in width shall carry one white light at each end of the raft.

(2) A raft of more than one crib in width shall carry 4 white lights, one on each outside corner.

(3) An unstable log raft of one bag or boom in width shall carry at least 2 but not more than 4 white lights in a fore and aft line, one of which shall be at each end. The lights may be closely grouped clusters of not more than 3 white lights rather than single lights.

(4) An unstable log raft of more than one bag or boom in width shall carry 4 white lights, one on each outside corner. The lights may be closely grouped clusters of not more than 3 white lights rather than single lights.

(c) The white lights required by this section shall be carried from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least one mile. The lights for rafts shall be suspended from poles of such height that the lights shall not be less than 8 feet above the surface of the water, except that the lights prescribed for unstable log rafts shall not be less than 4 feet above the water.

SPECIAL DAY OR NIGHT SIGNALS

§ 80.32a Daymarks for fishing vessels with gear out.

All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket where it can best be seen. If the vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal in the direction from the anchor back towards the nets or gear.

§ 80.33 Special signals for vessels employed in hydrographic surveying.

By day a surveying vessel of the Coast and Geodetic Survey, under way and employed in hydrographic surveying, may carry in a vertical line, one over the other not less than 6 feet apart where they can best be seen, three shapes not less than 2 feet in diameter of which the highest and lowest shall be globular in shape and green in color and the middle one diamond in shape and white.

(a) Vessels of the Coast and Geodetic Survey shall carry the above-prescribed marks while actually engaged in hydrographic surveying and under way, including drag work. Launches and other boats shall carry the prescribed marks when necessary.

(b) It must be distinctly understood that these special signals serve only to indicate the nature of the work upon which the vessel is engaged and in no way give the surveying vessel the right-of-way over other vessels or obviate the necessity for a strict observance of the rules for preventing collisions of vessels.

(c) By night a surveying vessel of the Coast and Geodetic Survey, under way and employed in hydrographic surveying, shall carry the regular lights prescribed by the rules of the road.

(d) A vessel of the Coast and Geodetic Survey, when at anchor in a fairway on surveying operations, shall display from the mast during the daytime two black balls in a vertical line not less than 6 feet apart. At night two red lights shall be displayed in the same manner. In the case of a small vessel the distance between the balls and between the lights may be reduced to not less than 3 feet if necessary.

(e) Such vessels, when at anchor in a fairway on surveying operations, shall have at hand and show, if necessary, in order to attract attention, a flare-up light in addition to the lights which are, by this section, required to be carried.

§ 80.33a Warning signals for Coast Guard vessels while handling or servicing aids to navigation.

(a) Coast Guard vessels while engaged in handling or servicing an aid to navigation during the daytime may display from the yard two orange and white vertically striped balls in a vertical line not less than three feet nor more than six feet apart, and during the nighttime may display, in a position where they may best be seen, two red lights in a vertical line not less than three feet nor more than six feet apart.

(b) Vessels, with or without tows, passing Coast Guard vessels displaying this signal, shall reduce their speed sufficiently to insure the safety of both vessels, and when passing within 200 feet of the

PILOT RULES FOR INLAND WATERS

Coast Guard vessel displaying this signal, their speed shall not exceed 5 miles per hour.

Cross Reference : For rules of the road, see page 107.

MISCELLANEOUS

§ 80.34 Rule relating to the use of searchlights or other blinding lights.

Flashing the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel under way is prohibited. Any person who shall flash or cause to be flashed the rays of a blinding light in violation of the above may be proceeded against in accordance with the provisions of R.S. 4450, as amended, looking to the revocation or suspension of his license or certificate.

R.S. 4405, as amended; 46 U.S.C. 375.

§ 80.35 Rule prohibiting unnecessary sounding of the whistle.

Unnecessary sounding of the whistle is prohibited within any harbor limits of the United States. Whenever any licensed officer in charge of any vessel shall authorize or permit such unnecessary whistling, such officer may be proceeded against in accordance with the provisions of R.S. 4450, as amended, looking to a revocation or suspension of his license.

R.S. 4405, as amended; 46 U.S.C. 375.

§ 80.36 Rule prohibiting the carrying of unauthorized lights on vessels.

Any master or pilot of any vessel who shall authorize or permit the carrying of any light, electric or otherwise, not required by law that in any way will interfere with distinguishing the signal lights may be proceeded against in accordance with the provisions of R.S. 4450, as amended, looking to a suspension or revocation of his license.

R.S. 4405, as amended, 46 U.S.C. 375.

§ 80.37 Distress signals.

(a) *Daytime.* (1) Slowly and repeatedly raising and lowering arms outstretched to each side.

WARNING SIGNALS

§ 80.38 Warning signal displayed while transferring dangerous cargoes.

(a) *At a dock.* While fast to a dock, a vessel during the loading or unloading of hazardous or dangerous cargoes, such as explosives, combustible or inflammable liquids or gases, or certain chemicals in bulk, is required to display a red flag by day or a red light by night.

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(b) *At anchor.* When at anchor, a vessel during the loading or unloading of such hazardous or dangerous cargoes is required to display a red flag by day. (No special warning signal is displayed at night.)

NOTE: The regulations in 46 CFR 35.30-1(a), 98.05-50(i), 98.10-45(g), 98.15-45(h), 98.20-70(g), 98.25-90(g), and 146.29-25(o) require vessels to display warning signals when loading or unloading bulk cargoes of inflammable or combustible liquids or gases, elemental phosphorus in water, sulfuric acid, hydrochloric acid, liquid chlorine, or anhydrous ammonia, or military explosives.

§ 80.40 Exceptions to the statutory and regulatory requirements for lights, day signals, or other navigational means and appliances when operating under bridges.

(a) Any vessel while passing under a bridge may temporarily lower any lights, day signals, or other navigational means and appliances when required to do so because of the restricted vertical clearance under the bridge. Immediately when clear of the bridge, all lights, day signals, or other navigational means and appliances shall be exhibited as required by law or regulation.

(77 Stat. 281, 33 U.S.C. 157a)

§ 80.45 Distinctive blue light authorized for use by law enforcement vessels.

(a) The use of a distinctive light described in paragraph (b) of this section is authorized for law enforcement vessels, and may be displayed during the day or night, whenever the vessel may be engaged in direct law enforcement activities where identification of the law enforcement vessel is desirable or where necessary for safety reasons. This light when used would be in addition to prescribed lights and day signals required by law or regulations in this part.

(b) The distinctive light prescribed is a blue colored, revolving horizontal beam, low intensity light, rotating or appearing to rotate because of a pulsating effect gained by means of a rotating reflector which causes a flashing or periodic peak intensity effect. The light shall be located at any effective point on the forward exterior of the vessel. A shield or other device, fixed or movable, to restrict the arc of visibility may be used if desired.

(c) The distinctive blue light described in this section may be displayed by law enforcement vessels of the United States, a State, or its political subdivisions, including municipalities, having administrative control over use of navigable waters, duly authorized by a controlling Federal or State governmental agency.

Navigation Requirements for Certain Inland Waters

INTERPRETIVE RULINGS—INLAND RULES

33 CFR 86

Sec.

SUBPART 86.01—GENERAL PROVISIONS

86.01-1 Scope.

86.01-10 Penalties and violations.

Sec.

86.05-5 Stern lights for all vessels.

86.05-10 Navigational lights for barges traversing both international and inland waters.

SUBPART 86.05—NAVIGATION LIGHTS

86.05-1 White lights for motorboats carried on centerline.

SUBPART 86.10—STEERING AND SAILING

86.10-1 Bend signal and subsequent meeting situation.

AUTHORITY: The provisions of this Part 86 issued under Sec. 1, 80 Stat. 383, as amended, sec. 1, 63 Stat. 545, sec. 6(b)(1), 80 Stat. 937; 5 U.S.C. 552, 14 U.S.C. 633, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b), unless otherwise noted.

SUBPART 86.01—GENERAL PROVISIONS

§ 86.01-1 Scope.

The regulations in this part are interpretive rulings with respect to "Rules of the Road" requirements applicable to all vessels while in the harbors, rivers, and other inland waters of the United States except the Great Lakes and their connecting and tributary waters as far east as Montreal and the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

§ 86.01-10 Penalties and violations.

(a) Failure to comply with any law as interpreted will be considered as a violation of such law and the penalty may be assessed as provided by law.

(b) The reports of violations of the "Rules of the Road," as well as the assessment, collection, mitigation or remission of civil penalties authorized by law, shall be in accordance with 46 CFR 2.50-20 to 2.50-30, inclusive (Subchapter A—Procedures Applicable to the Public).

NAVIGATION RULES—INTERNATIONAL—INLAND

SUBPART 86.05—NAVIGATION LIGHTS

§ 86.05-1 White lights for motorboats carried on centerline.

Every white light required by section 3 of the Act of April 25, 1940, as amended (46 U.S.C. 526b), shall be carried on the centerline of the motorboat, except that the all around white light aft on a motorboat of Class A or 1 may be carried off the centerline.

§ 86.05-5 Stern lights for all vessels.

Article 10 of section 1 of the Act of June 7, 1897, as amended by the Act of August 14, 1958 (33 U.S.C. 179), requires "A vessel when underway, if not otherwise required by these rules to carry one or more lights visible from aft, shall carry at her stern a white light, * * *" and this requirement shall be applied to all vessels, including but not limited to, tugs, barges, sail vessels, motorboats when propelled by sail alone, etc.

§ 86.05-10 Navigational lights for barges traversing both international and inland waters.

Notwithstanding the provisions of Section 80.16b of this chapter, every barge which shall have occasion during its voyage to operate upon waters to which the International Regulations for Preventing Collisions at Sea pertain, may, for the duration of said voyage, display the navigational lights and shapes required by International Rule 5 (33 U.S.C. 1065).

(Sec. 2, 30 Stat. 102; 33 U.S.C. 157)

SUBPART 86.10—STEERING AND SAILING

§ 86.10-1 Bend signal and subsequent meeting situation.

Article 18, Rule V, and Article 18, Rule IX, of section 1, of the Act of June 7, 1897, as amended (33 U.S.C. 203); must be read together and followed after a bend signal is answered and the word "immediately" as used in Rule V shall be construed to require the exchange of sound signals for passing immediately upon sighting the other vessel.

VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

33 CFR 26

Sec.	Sec.
26.01 Purpose.	26.06 Maintenance of radiotelephone; failure of radiotelephone.
26.02 Definitions.	26.07 English language.
26.03 Radiotelephone required.	26.08 Exemption procedures.
26.04 Use of the designated frequency.	26.09 List of exemptions.
26.05 Use of radiotelephone.	26.10 Penalties.

AUTHORITY: The provisions of this Part 26 issued under 85 Stat. 164; 33 U.S.C.A. secs. 1201-1208; 49 CFR 1.46(o) (2).

§ 26.01 Purpose.—(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part—

- (1) Requires the use of the vessel bridge-to-bridge radiotelephone;
- (2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;
- (3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

§ 26.02 Definitions.—For the purpose of this part and interpreting the Act—

“Secretary” means the Secretary of the Department in which the Coast Guard is operating;

“Act” means the “Vessel Bridge-to-Bridge Radiotelephone Act”, 33 U.S.C.A. sections 1201-1208;

“Length” is measured from end to end over the deck excluding sheer;

“Navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended,” means those waters governed by the Navigation Rules for Harbors, Rivers, and Inland waters (33 U.S.C. sec. 151 et seq.), the Navigation Rules for Great Lakes and their Connecting and Tributary Waters (33 U.S.C. sec. 241 et seq.), and

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the Navigation Rules for Red River of the North and Rivers emptying into Gulf of Mexico and Tributaries (33 U.S.C. sec. 301 et seq.);

"Power-driven vessel" means any vessel propelled by machinery; and

"Towing vessel" means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

§ 26.03 Radiotelephone required.—(a) Unless an exemption is granted under § 26.09 and except as provided in subparagraph (4) of this paragraph, section 4 of the Act provides that—

(1) Every power-driven vessel of 300 gross tons and upward while navigating;

(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating; and

(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels: *Provided*, That an unmanned or intermittently manned floating plant under the control of a dredge need not be required to have separate radiotelephone capability;

Shall have a radiotelephone capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission, after consultation with other cognizant agencies, for the exchange of navigational information.

(b) The radiotelephone required by paragraph (a) of this section shall be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended.

§ 26.04 Use of the designated frequency.—(a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C.A. section 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

NOTE: The Federal Communications Commission has designated the frequency 156.65 MHz for the use of bridge-to-bridge radiotelephone stations.

VESSEL BRIDGE-TO-BRIDGE RADIOPHONE

§ 26.05 Use of radiotelephone.—Section 5 of the Act states—

(a) The radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing contained herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this Act.

§ 26.06 Maintenance of radiotelephone; failure of radiotelephone.—Section 6 of the Act states—

(a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

§ 26.07 English language.—No person may use the services of, and no person may serve as a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C.A. section 1204 unless he can speak the English language.

§ 26.08 Exemption procedures.—(a) Any person may petition for an exemption from any provision of the Act or this part;

(b) Each petition must be submitted in writing to U.S. Coast Guard (G-W), 400 Seventh Street SW., Washington, D.C. 20590, and must state—

(1) The provisions of the Act or this part from which an exemption is requested; and

(2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

§ 26.09 List of exemptions.

(a) Each vessel navigating on the waters under the navigation rules for the Great Lakes and their connecting and tributary waters (33 U.S.C. 241 et seq.) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under §§ 26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1-7 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973".

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§ 26.10 Penalties.—Section 9 of the Act states—

(a) Whoever, being the master or person in charge of a vessel subject to the Act, fails to enforce or comply with the Act or the regulation hereunder; or whoever, being designated by the master or person in charge of a vessel subject to the Act to pilot or direct the movement of a vessel fails to enforce or comply with the Act or the regulations hereunder—is liable to a civil penalty of not more than \$500 to be assessed by the Secretary.

(b) Every vessel navigated in violation of the Act or the regulations hereunder is liable to a civil penalty of not more than \$500 to be assessed by the Secretary, for which the vessel may be proceeded against in any District Court of the United States having jurisdiction.

(c) Any penalty assessed under this section may be remitted or mitigated by the Secretary, upon such terms as he may deem proper.

ACT OF APRIL 25, 1940; EXCERPTS FROM

AN ACT TO AMEND LAWS FOR PREVENTING COLLISIONS OF VESSELS, TO REGULATE THE EQUIPMENT OF CERTAIN MOTORBOATS ON THE NAVIGABLE WATERS OF THE UNITED STATES, AND FOR OTHER PURPOSES

"Motorboat" defined; inspection

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the word "motorboat" where used in this Act shall include every vessel propelled by machinery and not more than sixty-five feet in length except tugboats and towboats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer: Provided, That the engine, boiler, or other operating machinery shall be subject to inspection by the Coast Guard, and to its approval of the design thereof, on all said motorboats, which are more than forty feet in length, and which are propelled by machinery driven by steam. (46 U.S.C. 526.)

Classes of motorboats

SEC. 2. Motorboats subject to the provisions of this Act shall be divided into four classes as follows:

Class A. Less than sixteen feet in length.

Class 1. Sixteen feet or over and less than twenty-six feet in length.

Class 2. Twenty-six feet or over and less than forty feet in length.

Class 3. Forty feet or over and not more than sixty-five feet in length. (46 U.S.C. 526a.)

Lights

SEC. 3. Every motorboat in all weathers from sunset to sunrise shall carry and exhibit the following lights when under way, and during such time no other lights which may be mistaken for those prescribed shall be exhibited:

(a) Every motorboat of classes A and 1 shall carry the following lights:

First. A bright white light aft to show all around the horizon.

Second. A combined lantern in the fore part of the vessel and lower than the white light aft, showing green to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

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(b) Every motorboat of classes 2 and 3 shall carry the following lights:

First. A bright white light in the fore part of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel; namely, from right ahead to two points abaft the beam on either side.

Second. A bright white light aft to show all around the horizon and higher than the white light forward.

Third. On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side. The said side lights shall be fitted with inboard screens of sufficient height so set as to prevent these lights from being seen across the bow.

(c) Motorboats of classes A and 1 when propelled by sail alone shall carry the combined lantern, but not the white light aft, prescribed by this section. Motorboats of classes 2 and 3, when so propelled, shall carry the colored side lights, suitably screened, but not the white lights, prescribed by this section. Motorboats of all classes, when so propelled, shall carry, ready at hand, a lantern or flashlight showing a white light which shall be exhibited in sufficient time to avert collision.

(d) Every white light prescribed by this section shall be of such character as to be visible at a distance of at least two miles. Every colored light prescribed by this section shall be of such character as to be visible at a distance of at least one mile. The word "visible" in this Act, when applied to lights, shall mean visible on a dark night with clear atmosphere.

(e) When propelled by sail and machinery any motorboat shall carry the lights required by this section for a motorboat propelled by machinery only.

(f) Any motorboat may carry and exhibit the lights required by the Regulations for Preventing Collisions at Sea, 1960, Act of September 24, 1963 (77 Stat. 194-210; 33 U.S.C. 1051-1053, 1061-1094), as amended, in lieu of the lights required by this section. (46 U.S.C. 526b.)

NOTE: On motorboats of classes A and 1 the aft white all around light or the 12 point white stern light may be located off the centerline.

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Whistles

SEC. 4. Every motorboat of class 1, 2, or 3 shall be provided with an efficient whistle or other sound-producing mechanical appliance. (46 U.S.C. 526c.)

Bells

SEC. 5. Every motorboat of class 2 or 3 shall be provided with an efficient bell. (46 U.S.C. 526d.)

* * * * *

Exemptions for outboard racing motorboats

SEC. 9. The provisions of sections 4, 5, and 8 of this Act shall not apply to motorboats propelled by outboard motors while competing in any race previously arranged and announced or, if such boats be designed and intended solely for racing, while engaged in such navigation as is incidental to the tuning up of the boats and engines for the race. (46 U.S.C. 526h.)

* * * * *

Pilot rules not required

SEC. 12. Motorboats shall not be required to carry on board copies of the pilot rules. (46 U.S.C. 526k.)

* * * * *

Authority to arrest for negligent operation

SEC. 15. Any officer of the United States authorized to enforce the navigation laws of the United States, shall have power and authority to swear out process and to arrest and take into custody, with or without process, any person who may commit any act or offense prohibited by section 13, or who may violate any provision of said section: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of some one of the aforesaid officials: *Provided, further*, That whenever an arrest is made under the provisions of this Act, the person so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offense alleged against him, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in cases of crimes against the United States. (46 U.S.C. 526n.)

Penalty for other violations of Act

SEC. 16. If any motorboat or vessel subject to any of the provisions of this Act is operated or navigated in violation of this Act or any regulation issued thereunder, the owner or operator, either one or both of them, shall, in addition to any other penalty prescribed by law, be liable to a penalty of \$100: *Provided*, That in the

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case of motorboats or vessels subject to the provisions of this Act carrying passengers for hire, a penalty of \$200 shall be imposed on the owner or operator, either one or both of them, thereof for any violation of section 6, 7, or 8 of this Act or of any regulations pertaining thereto. For any penalty incurred under this section the motorboat or vessel shall be held liable and may be proceeded against by way of libel in the district court of any district in which said motorboat or vessel may be found. (46 U.S.C. 526o.)

Regulations; enforcement

SEC. 17. The Commandant of the Coast Guard shall establish all necessary regulations required to carry out in the most effective manner all of the provisions of this Act, and such regulations shall have the force of law. The Commandant of the Coast Guard or any officer of the Coast Guard authorized by the Commandant may, upon application therefor, remit or mitigate any fine, penalty, or forfeiture incurred under this Act or any regulation thereunder relating to motorboats or vessels, except the penalties provided for in section 14 hereunder. The Commandant of the Coast Guard shall establish such regulations as may be necessary to secure the enforcement of the provisions of this Act by any officer of the United States authorized to enforce the navigation laws of the United States. (46 U.S.C. 526p.)

Exemptions

SEC. 18. The proviso contained in the last paragraph of section 2 of the Act of May 11, 1918 (40 Stat. 549), shall apply also with like force and effect to motorboats as defined in this Act.

Motorboats as defined in this Act are hereby exempted from the provisions of Revised Statutes 4399, as amended (48 Stat. 125; 46 U.S.C. 361). (48 U.S.C. 526q.)

* * * * *

Application of Act; "State" defined

SEC. 22. (a) This Act applies to every motorboat or vessel on the navigable waters of the United States, Guam, the Virgin Islands, the Commonwealth of Puerto Rico, and the District of Columbia, and every motorboat or vessel owned in a State and using the high seas except that the provisions of this Act other than sections 12, 18, and 19 do not apply to boats as defined in and subject to the Federal Boat Safety Act of 1971.

(b) As used in this Act—

The term "State" means a State of the United States, Guam, the Virgin Islands, the Commonwealth of Puerto Rico, and the District of Columbia.

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(c) Any vessel, to the extent that it is subject to the Small Passenger Carrying Vessel Act, May 10, 1956 (70 Stat. 151), or to any other vessel inspection statute of the United States, is exempt from the provisions of this Act.

(d) Nothing contained in this Act shall be deemed to exempt from the antitrust laws of the United States any conduct that would be unlawful under such laws, or to prohibit under the antitrust laws of the United States any conduct that would be lawful under such laws.

(e) Regulations previously issued under statutory provisions repealed, modified, or amended by this Act continue in effect as though promulgated under the authority of this Act until expressly abrogated, modified, or amended by the Secretary under the regulatory authority of this Act.

(f) Any criminal or civil penalty proceeding under the Motorboat Act of 1940, as amended, or the Federal Boating Act of 1958, as amended, for a violation which occurred before the effective date of this Act may be initiated and continue to conclusion as though the former Acts had not been amended or repealed hereby.

EXCERPTS FROM THE FEDERAL BOAT SAFETY ACT OF 1971

Applicability

SEC. 4. (a) This Act applies to vessels and associated equipment used, to be used, or carried in vessels used, on waters subject to the jurisdiction of the United States and on the high seas beyond the territorial seas for vessels owned in the United States.

* * *

(c) This Act, except those sections where the content expressly indicates otherwise, does not apply to—

- (1) foreign vessels temporarily using waters subject to United States jurisdiction;
- (2) military or public vessels of the United States, except recreational-type public vessels;
- (3) a vessel whose owner is a State or subdivision thereof, which is used principally for governmental purposes, and which is clearly identifiable as such;
- (4) ships' lifeboats.

* * * * *

Prohibited Acts

SEC. 12. (a)

* * *

(c) No person may use a vessel in violation of this Act or regulations issued thereunder.

(d) No person may use a vessel, including one otherwise exempted by section 4(c) of this Act, in a negligent manner so as to endanger the life, limb, or property of any person. Violations of this subsection involving use which is grossly negligent, subject the violator, in addition to any other penalties prescribed in this Act, to the criminal penalties prescribed in section 34.

* * * * *

Rendering of Assistance in Casualties

SEC. 16. (a) The operator of a vessel, including one otherwise exempted by subsection 4(c) of this Act, involved in a collision, accident, or other casualty, to the extent he can do so without serious

danger to his own vessel, or persons aboard, shall render all practical and necessary assistance to persons affected by the collision, accident, or casualty to save them from danger caused by the collision, accident, or casualty. He shall also give his name, address, and the identification of his vessel to any person injured and to the owner of any property damaged. The duties imposed by this subsection are in addition to any duties otherwise imposed by law.

(b) Any person who complies with subsection (a) of this section or who gratuitously and in good faith renders assistance at the scene of a vessel collision, accident, or other casualty without objection of any person assisted, shall not be held liable for any civil damages as a result of the rendering of assistance or for any act or omission in providing or arranging salvage, towage, medical treatment, or other assistance where the assisting person acts as an ordinary, reasonably prudent man would have acted under the same or similar circumstances.

* * * * *

Criminal Penalties

SEC. 34. Any person who willfully violates section 12(c) of this Act or the regulations issued thereunder shall be fined not more than \$1,000 for each violation or imprisoned not more than one year, or both.

Civil Penalties

SEC. 35. (a) * * *

(b) In addition to any other penalty prescribed by law any person who violates any other provision of this Act or the regulations issued thereunder shall be liable to a civil penalty of not more than \$500 for each violation. If the violation involves the use of a vessel, the vessel, except as exempted by subsection 4(c) of this Act, shall be liable and may be proceeded against in the district court of any district in which the vessel may be found.

Navigation Requirements For Certain Inland Waters

TOWING OF BARGES

33 CFR 84

Sec.	Sec.
84.01 Application.	84.10 Hawser lengths for all tows on inland waters.
84.05 Tows of seagoing barges within inland waters.	84.20 Bunching of tows.

AUTHORITY: The provisions of this Part 84 issued under sec. 14, 35 Stat. 428, as amended, sec. 6(b)(1), 80 Stat. 937; 33 U.S.C. 152, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b).

§ 84.01 Application.

(a) The regulations in this part apply to vessels navigating the harbors, rivers, and inland waters of the United States, except, the Great Lakes and their connecting and tributary waters as far east as Montreal, the Red River of the North, the Mississippi River and its tributaries above Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway.

(b) Seagoing barges and their towing vessels shall be subject to the requirements in this part under the provisions of section 14 of the Act of May 28, 1908, as amended (sec. 14, 35 Stat. 428, as amended; 33 U.S.C. 152). Under the provisions of section 15 of the Act of May 28, 1908, as amended (sec. 15, 35 Stat. 429; 33 U.S.C. 153), the penalty for use of an unlawful towline shall be an action against the master of the towing vessel seeking the suspension or revocation of his license.

§ 84.05 Tows of seagoing barges within inland waters.

(a) The tows of seagoing barges when navigating the inland waters of the United States shall be limited in length to five vessels, including the towing vessel or vessels.

§ 84.10 Hawser lengths for all tows on inland waters.

(a) The length of hawsers between vessels shall be limited to no more than 450 feet (75 fathoms). This length shall be the distance measured from the stern of one vessel to the bow of the following vessel. The distance between two vessels should in all cases be as much shorter as the weather or sea will permit: *Provided*, That where, in the opinion of the master of the towing vessel, it is dangerous or inadvisable, whether on account of the state of weather or

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sea or otherwise, to limit hawser lengths, the 450-foot limitation need not apply.

(b) In any event the hawsers between vessels must be shortened to the prescribed length of not more than 450 feet (75 fathoms) when the tows with inland or seagoing barges are operating in the following named localities:

- (1) The James River and Hampton Roads westward of Thimble Shoal Light.
- (2) The Chesapeake Bay north of the Chesapeake Bay Bridge.
- (3) New York Harbor north of West Bank Light and west of Fort Schuyler.
- (4) Delaware Bay north of Elbow of Cross Ledge Light.
- (5) Narragansett Bay north of Brenton Reef Light.
- (6) Puget Sound south of West Point.

§ 84.20 Bunching of tows.

(a) In all cases where tows can be bunched, it should be done.

(b) Tows navigating in the North and East Rivers of New York must be bunched above a line drawn between Robbins Reef Light and Owls Head, Brooklyn, but the quarantine anchorage and the north entrance to Ambrose Channel shall be avoided in the process of bunching tows.

(c) Tows must be bunched above the mouth of the Schuylkill River, Pa.

REGATTAS AND MARINE PARADES

Safety of Life on Navigable Waters

33 CFR 100

Sec.		Sec.	
100.01	Purpose and intent.		tion by Coast Guard-State agreement.
100.05	Definition of terms used in this part.	100.30	Approval required for holding event.
100.10	Coast Guard-State agreements.	100.35	Special local regulations.
100.15	Submission of application.	100.40	Patrol of the regatta or marine parade.
100.20	Action on application for event assigned to State regulation by Coast Guard-State agreement.	100.45	Establishment of aids to navigation.
100.25	Action on application for event not assigned to State regula-	100.50	Penalties for violation of regulations.

AUTHORITY: The provisions of this Part 100 issued under sec. 1, 35 Stat. 69, as amended, sec. 6(b)(1), 80 Stat. 937; 46 U.S.C. 454, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b).

§ 100.01 Purpose and intent.

(a) The purpose of the regulations in this part is to provide effective control over regattas and marine parades conducted on the navigable waters of the United States so as to insure safety of life in the regatta or marine parade area.

§ 100.05 Definition of terms used in this part.

(a) "Regatta" or "marine parade" means an organized water event of limited duration which is conducted according to a pre-arranged schedule.

(b) [Reserved]

(c) "District Commander" means the Commander of the Coast Guard District in which the regatta or marine parade is intended to be held. (See Part 3 of this chapter for the geographical boundaries of Coast Guard Districts.)

(d) "State authority" means any official or agency of a State having power under the law of such State to regulate regattas or marine parades on waters over which such State has jurisdiction.

§ 100.10 Coast Guard-State agreements.

(a) The District Commander is authorized to enter into agreements with State authorities permitting, regulation by the State of such classes of regatta or marine parade on the navigable waters of

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the United States as, in the opinion of the District Commander, the State is able to regulate in such a manner as to insure safety of life. All such agreements shall reserve to the District Commander the right to regulate any particular regatta or marine parade when he deems such action to be in the public interest.

§ 100.15 Submission of application.

(a) An individual or organization planning to hold a regatta or marine parade which, by its nature, circumstances or location, will introduce extra or unusual hazards to the safety of life on the navigable waters of the United States, shall submit an application to the Coast Guard District Commander having cognizance of the area where it is intended to hold such regatta or marine parade. Examples of conditions which are deemed to introduce extra or unusual hazards to the safety of life include but are not limited to: an inherently hazardous competition, the customary presence of commercial or pleasure craft in the area, any obstruction of navigable channel which may reasonably be expected to result, and the expected accumulation of spectator craft.

(b) Where such events are to be held regularly or repeatedly in a single area by an individual or organization, the Commandant or the District Commander may, subject to conditions set from time to time by him, grant a permit for such series of events for a fixed period of time, not to exceed one year.

(c) The application shall be submitted no less than 30 days prior to the start of the proposed event.

(d) The application shall include the following details:

- (1) Name and address of sponsoring organization.
- (2) Name, address, and telephone of person or persons in charge of the event.
- (3) Nature and purpose of the event.
- (4) Information as to general public interest.
- (5) Estimated number and types of watercraft participating in the event.
- (6) Estimated number and types of spectator watercraft.
- (7) Number of boats being furnished by sponsoring organizations to patrol event.
- (8) A time schedule and description of events.
- (9) A section of a chart or scale drawing showing the boundaries of the event, various water courses or areas to be utilized by participants, officials, and spectator craft.

§ 100.20 Action on application for event assigned to State regulation by Coast Guard-State agreement.

(a) Upon receipt of an application for a regatta or marine parade of a type assigned to a State for regulation under a Coast Guard-

REGATTAS AND MARINE PARADES

State agreement, the District Commander will forward the application to the State authority having cognizance of the event. Further processing and decision upon such an application shall be conducted by the State.

§ 100.25 Action on application for event not assigned to State regulation by Coast Guard-State agreement.

(a) Where an event is one of a type not assigned to the State for regulation under a Coast Guard-State agreement (or where no such agreement has been entered), the Commander of a Coast Guard District who receives an application for a proposed regatta or marine parade to be held upon the navigable waters of the United States within his district shall take the following action:

(1) He shall determine whether the proposed regatta or marine parade may be held in the proposed location with safety of life. To assist in his determination, he may, if he deems it necessary, hold a public hearing to obtain the views of all persons interested in, or who will be affected by, the regatta or marine parade.

(2) He will notify the individual or organization which submitted the application:

(i) That the application is approved, and the nature of the special local regulations, if any, which he will promulgate pursuant to Section 100.35; or

(ii) That the interest of safety of life on the navigable waters of the United States requires specific change or changes in the application before it can be approved; or

(iii) That the event requires no regulation or patrol of the regatta or marine parade area; or

(iv) That the application is not approved, with reasons for such disapproval.

§ 100.30 Approval required for holding event.

(a) An event for which application is required under Section 100.15(a) shall be held only after approval of such event by the District Commander, except that applications referred to a State under Section 100.10 shall be governed by the laws of that State.

§ 100.35 Special local regulations.

(a) The Commander of a Coast Guard District, after approving the plans for the holding of a regatta or marine parade within his district, is authorized to promulgate such special local regulations as he deems necessary to insure safety of life on the navigable waters immediately prior to, during, and immediately after the approved regatta or marine parade. Such regulations may include a restriction upon, or control of, the movement of vessels through a specified area immediately prior to, during, and immediately after the regatta or marine parade.

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(b) After approving the plans for the holding of a regatta or marine parade upon the navigable waters within his district, and promulgating special regulations thereto, the Commander of a Coast Guard District shall give the public full and adequate notice of the dates of the regatta or marine parade, together with full and complete information of the special local regulations, if there be such. Such notice should be published in the local notices to mariners.

(c) The special local regulations referred to in paragraph (a) of this section, when issued and published by the Commander of a Coast Guard District, shall have the status of regulations issued pursuant to the provisions of section 1 of the act of April 28, 1908, as amended (46 U.S.C. 454).

§ 100.40 Patrol of the regatta or marine parade.

(a) The Commander of a Coast Guard District in which a regatta or marine parade is to be held may detail, if he deems the needs of safety require, one or more Coast Guard vessels to patrol the course of the regatta or marine parade for the purpose of enforcing not only the special local regulations but also for assistance work and the enforcement of laws generally.

(b) The Commander of a Coast Guard District may also utilize any private vessel or vessels to enforce the special local regulations governing a regatta or marine parade provided such vessel or vessels have been placed at the disposition of the Coast Guard pursuant to section 826 in Title 14, U.S. Code, for such purpose by any member of the Coast Guard Auxiliary, or any corporation, partnership, or association, or by any State or political subdivision thereof. Any private vessel so utilized shall have on board an officer or petty officer of the Coast Guard who shall be in charge of the vessel during the detail and responsible for the law enforcement activities or assistance work performed by the vessel during such detail. Any private vessel so utilized will display the Coast Guard ensign while engaged in this duty.

(c) The Commander of a Coast Guard District may also utilize any private vessel or vessels placed at the disposition of the Coast Guard pursuant to section 826 in Title 14, U.S. Code, by any member of the Coast Guard Auxiliary, or any corporation, partnership, or association, or by any State or political subdivision thereof, to patrol the course of the regatta or marine parade for the purpose of promoting safety by performing assistance work, effecting rescues, and directing the movement of vessels in the vicinity of the regatta or marine parade. Vessels utilized under the authority of this paragraph are not authorized to enforce the special local regulations or laws generally.

REGATTAS AND MARINE PARADES

§ 100.45 Establishment of aids to navigation.

(a) The Commander of a Coast Guard District will establish and maintain only those aids to navigation as he deems necessary to assist in the observance and enforcement of the special local regulations issued by him. Such aids to navigation will be in accordance with Section 62.01-35 of this chapter. All other aids to navigation incidental to the holding of a regatta or marine parade shall be considered as private aids to navigation coming within the purview of Section 66.01 of this chapter.

§ 100.50 Penalties for violation of regulations.

(a) An individual or organization who violates any provision of these regulations, or any regulation or order issued pursuant to these regulations shall be subject to the following penalties as provided in section 457 in Title 46, U.S. Code:

(1) A licensed officer shall be liable to suspension or revocation of license in the manner now prescribed by law for incompetency or misconduct.

(2) Any person in charge of the navigation of a vessel other than a licensed officer shall be liable to a penalty of \$500.

(3) The owner of a vessel (including any corporate officer of a corporation owning the vessel) actually on board shall be liable to a penalty of \$500, unless the violation of regulation shall have occurred without his knowledge.

(4) Any other person shall be liable to a penalty of \$250.

(b) The Commandant of the Coast Guard is authorized and empowered to mitigate or remit any penalty herein provided for in the manner prescribed by law for the mitigation or remission of penalties for violation of the navigation laws. (See 33 CFR Subpart 1.07, for procedures regarding assessment, mitigation or remission of penalties.)

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APPENDIX

<i>CG District</i>	<i>Marine Inspection Office</i>	<i>Address</i>
1st	BOSTON MA 02109	447 Commercial Street
	PORTLAND ME 04112	P.O. Box 108, Downtown Station
	PROVIDENCE RI 02903	Federal Bldg. & USPO, Exchange Street
2nd	CINCINNATI OH 45202	Rm 4020, Fed. Office Bldg, 550 Main Street
	HUNTINGTON WV 25725	P.O. Box 2412
	LOUISVILLE KY 40201	P.O. Box 1153
	MEMPHIS TN 38103	Suite 1134, 100 N. Main Bldg.
	MINNEAPOLIS MN 55165	P.O. Box 3574, St. Paul, MN
	NASHVILLE TN 37203	Rm A-935, U.S. Courthouse Annex
	PADUCAH KY 42001	P.O. Box 1400, Avandale Station
	PITTSBURGH PA 15222	312 Stanwix Street
3rd	ST. LOUIS MO 63101	Suite 1128, 210 N. 12th Street
	ALBANY NY 12207	Rm 336, Leo O'Brian, Fed. Bldg., Clinton Ave. and N. Pearl Street
	NEW YORK NY 10004	Battery Park Bldg.
5th	PHILADELPHIA PA 19106	Customhouse
	BALTIMORE MD 21202	Customhouse
	HAMPTON RDS. VA 23510	300 E. Main Street, Norfolk, VA
7th	WILMINGTON NC 28401	P.O. Box 343
	CHARLESTON SC 29403	Rm 625, Fed. Bldg., 334 Meeting Street
	JACKSONVILLE FL 32206	Rm 213, 2701 Talleyrand Ave.
	MIAMI FL 33130	111 S.W. Third Street
	SAN JUAN PR 00904	P.O. Box 3666
	SAVANNAH GA 31402	P.O. Box 8191
	TAMPA FL 33601	P.O. Box 3172

NAVIGATION RULES—INTERNATIONAL—INLAND

<i>CG District</i>	<i>Marine Inspection Office</i>			<i>Address</i>
8th	CORPUS CHRISTI	TX	78403	P.O. Box 1621
	GALVESTON	TX	77550	Rm 315, P.O. Bldg., 601 Rosenberg
	HOUSTON	TX	77011	7300 Wingate Street
	MOBILE	AL	36602	2000 Federal Office Bldg.
	NEW ORLEANS	LA	70112	Canal LaSalle Bldg., Suite 2300, 1440 Canal Street
	PORT ARTHUR	TX	77640	Federal Bldg., Customhouse, 5th and Austin Avenue
9th	BUFFALO	NY	14202	Rm 1111, Federal Bldg., 111 W. Huron Street
	CHICAGO	IL	60607	610 S. Canal Street
	CLEVELAND	OH	44114	1055 E. Ninth Street
	DETROIT	MI	48226	550 Patrick V. McNamara Bldg., 477 Michigan Avenue
	DULUTH	MN	55802	Canal Park
	ST. IGNACE	MI	49781	Municipal Bldg.
	TOLEDO	OH	43604	Rm 501, Federal Bldg., 234 Summit Street
11th	LA/LB	CA	90731	2035 Customhouse, 300 S. Ferry Street, San Pedro, CA
	SAN DIEGO	CA	92101	2710 Harbor Drive
12th	SAN FRANCISCO	CA	94111	One Embarcadero Court, Suite 309
13th	PORTLAND	OR	97217	6767 N. Basin
	SEATTLE	WA	98184	1519 Alaskan Way S., Bldg. One
14th	GUAM		96630	P.O. Box 157, FPO San Francisco, CA
	HONOLULU	HI	96813	233 Keawe Street, Rm 916
17th	ANCHORAGE	AK	98774	FPO Seattle, WA
	JUNEAU	AK	98771	FPO Seattle, WA
	VALDEZ	AK	99686	P.O. Box 486

OUTSIDE THE UNITED STATES:

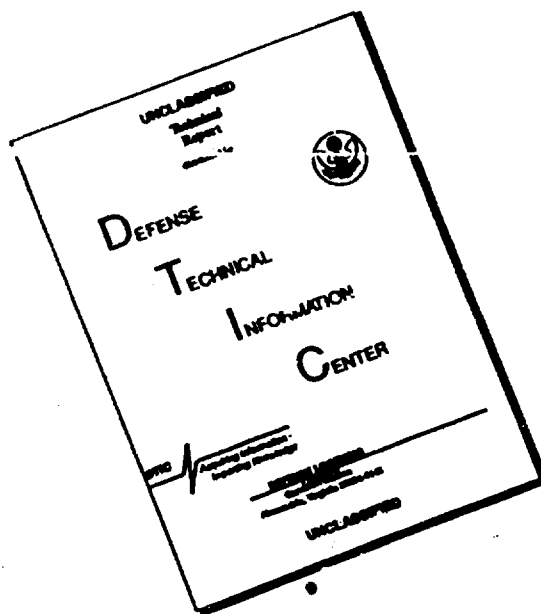
Marine Inspection Office

ROTTERDAM APO, NEW YORK, NY 09159

Merchant Marine Details

MANILA APO, SAN FRANCISCO, CA 96528
SINGAPORE FPO, SAN FRANCISCO, CA 96699

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